

The Hongkong Telegraph

WEATHER FORECAST
FAIR.
Barometer 30.06

October 31st, 1912, Temperature a.m. 75, p.m. 84; Humidity 88, 50.

(ESTABLISHED 1881)
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October 31st, 1911, Temperature a.m. 78, p.m. 76; Humidity 78, 85.

No. 8982

三廿月九年子壬

FRIDAY, NOVEMBER 2, 1912

五拜禮

號一月一十英港香

342 Van Anson
Singapore Office 10, Cross

TELEGRAMS.

THE WAR.

THE SULTAN'S BLESSING.

Reuter's
(Service to the "Telegraph.")
London, October 31.
The despatches from Nazim Pasha have revived the spirits of the authorities in Constantinople. The Sultan telegraphed yesterday evening his congratulations on the success, adding:—"May the good God make you worthy of His clemency and the favour of the Prophet. May blessings be showered upon you in this world, as they surely will be in the next."

Apart from Nazim Pasha's telegram, the sole information yesterday evening in regard to the great battle was a Bulgarian despatch announcing the opening of the bombardment of the North-Western front of Adrianople at 1.30 on Tuesday morning, the Turks replying feebly.

THE BIG BATTLE.

Fresh Bulgarian reserves, mostly without uniforms, arrived during the night. The fight moved forward, opening fire at eight o'clock yesterday morning. Ninety minutes later the infantry advanced. Simultaneously the Bulgarian Eastern Army attacked the Turks by the River Ergene.

Silence ensued after this message till a message from Reuter's correspondent at Sofia announcing a Bulgarian victory and the capture of Luleburgaz, which is the key to the Turkish second line of defence, extending westward to Demotika. Whether the Turks are wholly defeated is not yet clear. They may make a stand at Chiorlu.

A BLOW TO TURKEY.

The Bulgarian silence regarding the battle has been broken by the following message from Reuter's correspondent at Sofia, received this morning:—"After two days' fighting, the Bulgarian Army completely defeated the Turkish principal Army, which retreated in disorder."

DETAILS OF BATTLE.

A correspondent of the "Reichspost" with the Bulgarians states that the arrival of the reservists released three brigades of General Ivanoff's army from the investment of Adrianople.

The battle began on both wings with an attack by two large Bulgarian groups on the right wing, with which the bulk of the cavalry was operating in the direction of Luleburgaz and Chiorlu. Strong columns marched via Haisan and Halapje to the south of the Ergene River. The Bulgarians were driven back northwards at Tshidlikeni. The advance of the eastern group was delayed by the thick woods and the impassable roads which the rains had converted into a morass, but the general advance was subsequently resumed.

The other columns marched via Midia in the direction of Sultanbaghe Istania.

There are 100,000 Mussulman refugees at Adrianople, the resources of which place are being thus severely taxed.

EXPLAINING A DEFEAT.

Reuter's correspondent at Constantinople reports that an anonymous telegram states that among the reasons advanced for the Turkish disaster at Kirk Kiliseh are the bad example of the Christians in the ranks, the flight of the Redifs who are not yet armed, the failure of the commissariat in consequence of which the troops were for three days fed on flour and water, the inefficiency of officers due to the Government retiring officers risen from the ranks, the inefficiency of the intelligence department, and disorganisation in the supply of munitions, some of the soldiers having rifles and not cartridges and others having cartridges and not rifles.

TELEGRAMS.

THE WAR.

TURKS ACCUSED.

Reuter's
(Service to the "Telegraph.")
London, October 31.
Official statements issued in Sofia accuse the Turks of burning villages, exterminating Bulgarian inhabitants, and torturing Bulgarian prisoners. Similar allegations are made from Athens with reference to the Greek villages in Epirus.

TROUBLE AT HOME.
The Turks accuse the Bulgarians of burning Mohammedan villages, from which thousands of refugees have arrived at Constantinople, thus complicating a situation already disquieting on account of the presence of thousands of starving Redifs.

There are also rumours of a Unionist plot against the Government and martial law is being applied more strictly.

A PEACE BASIS.

A message from Reuter's correspondent at Sofia says that the official journal "Mer" states that if Europe is anxious for lasting peace the formula of the status quo must be forgotten. It is offensive to the brave armies of the allies, after their glorious victories and sanguinary sacrifices. The war has radically modified the situation.

A LESSON TO BRITAIN.

Mr. Churchill, speaking at Sheffield, said that the Powers, without exception, were striving to effect a settlement in the Balkans which would make another war impossible. This spontaneous explosion in the Balkans was a lesson to Great Britain to be patient, circumspect and peace-loving. That was not enough. We must be strong, self-reliant and united.

TURKISH BOMBARDMENT.

Reuter's Constantinople correspondent says it is rumoured that the Turkish Fleet has bombarded Burgas and that troops have been landed.

MAIN ARMY ROUTED.

Reuter's correspondent at Sofia wires that three days' battle at Luleburgaz, eastward to Serai, over a front of 50 kilometres, ended in the total rout of Nazim Pasha's main army. The Turks lost very heavily and fled in disorder towards Chiorlu.

BULGARIAN CAPTURES.

Reuter's correspondent at Sofia states that the Bulgarians in the battle with the Turks drove the latter from their fortified positions and are now pursuing them.

THE BULGARIAN LOSSES.

The Bulgarian losses were comparatively slight.

THE TURKS ARE FLEEING PANIC-STRICKEN.

The Bulgarians captured numerous guns, flags and other trophies, as well as much ammunition and many prisoners.

ROUMANIAN ANXIETY.

Reuter's correspondent at Bukharest states that the people are anxious owing to the requisition of vehicles but it is announced that this is only in consequence of transport experiments. The Government is sending field hospitals to Bulgaria and Turkey.

EFFORTS OF THE POWERS.

Later.
During question time in the House of Commons, Sir Edward Grey stated that the Powers had communicated one with the other regarding varying aspects of the Balkan situation resulting from the progress of the war, but it was not advisable at present to make any statement respecting the policy of Britain and the other Powers, who, he was glad to say, were continuing in concerted action. The House would appreciate the difficulty of stating the Government's own views at a time when its primary object was to keep in touch with the others and to promote agreement between them. He knew nothing likely to check the prospects of peace as soon as the military situation made peace possible.

TELEGRAMS.

THE WAR.

PEACE?

Reuter's
(Service to the "Telegraph.")
London, November 1.
Reuter's correspondent at Constantinople, wiring under today's date, says that at 12.50 in the morning grave news was received from the front.
The Cabinet is still sitting, and it is believed the question of peace is being considered.

"THE CHIEF SCOUT."

MARRIED TO MISS SOAMES.

London, October 31.
General Sir Robert Baden-Powell, Chief of the Boy Scouts, was married to-day to Miss Olave Soames, daughter of Mr. Harold Soames, at Parkstone, Dorset.

LIEUT. BECKER.

APPEAL MAY LAST A YEAR.

London, October 31.
The appeal against the sentence of electrocution passed on Lieut. Becker, of the New York Police, may occupy a whole year.

THE CHINESE REPUBLIC.

AN UNPOPULAR POST.

(From Chinese Sources.)

Peking, October 31.
Chen Hsi-hsi, Minister of Finance, is determined to resign. President Yuan is reported to have agreed to accept his resignation.

TOO LATE?

President Yuan has issued an order directing the Mongolians in Inner and Outer Mongolia to elect their representatives to proceed to Peking within this year as a proof of their adherence to the Republican Government.

THE QUEUE AND THE VOTE.

Shanghai, October 31.
Chen Chue-chui, Governor General of Shantung, has begged the Government to deny the franchise to those with queues. President Yuan, in reply, states that the right of voting must be decided on sound principles, and the cutting of queues has no bearing on the matter. However, the Governor General is directed to advise the people to discard their appendages.

SURVEYORS WANTED.

Dr. Sun Yat-sen has telegraphed to President Yuan begging him to direct the Governor General of the various provinces to despatch railway surveyors in connection with his railway scheme.

HONOUR ACKNOWLEDGED.

President Yuan has telegraphed to the Committee of the American Exhibition thanking them for the honour of hoisting the Chinese Republican flag at the firing of salutes.

RUSSIAN TROOPS RECALLED.

Peking, October 31.
Sun Siu-lin, Governor General of Hei-lung-kiang, has telegraphed to the Cabinet that Russia recalled her troops stationed in the Far East on the 20th inst.

MINISTER TO PARIS.

The French Minister at Peking has replied to the Chinese Government recognising Wu Wai-tak as Chinese Minister at Paris.

COMING EXHIBITION.

The Ministry of Labour and Commerce intends to hold an exhibition sometime next year.

CANTON GOVERNOR CRITICISED.

Li Kwok-chun, a member of the State Council, has raised the question of the Canton Governor General going the land tax as security for foreign loans, saying he regarded the Governor General's action as contrary to the order of the Government.

TELEGRAMS.

U.S. VICE-PRESIDENT.

DEATH OF MR. SHERMAN.

Reuter's
(Service to the "Telegraph.")
London, October 31.
The death is announced of Mr. James S. Sherman, Vice-President of the United States.

SKETCH OF CAREER.

James Schoolcraft Sherman, Republican, of Utica, N.Y., Vice-President of the United States, was born in the city of Utica, October 24, 1855; his father, Richard U. Sherman, also born in Otsego County, N.Y., was by profession an editor and also prominent in public life. Mr. Sherman was educated in preparatory schools and Hamilton College; studied law, and was admitted to the bar and practiced until 1906. He was married in 1881 to Carrie Babcock, at East Orange, N. J.; three sons, Sherrill, Richard U., and Thomas M., are living and in business at Utica. Mr. Sherman was president of the Utica Trust and Deposit Company and was interested in several other business enterprises; was a regular attendant of the Dutch Reformed Church of Utica, treasurer of the church, and chairman of its board of trustees; was a member of the Fort Schuyler Club, of Utica, the Metropolitan Club, of Washington, and also a member of the Royal Arcanum and of the Order of Elks; was a trustee of Hamilton College, which gave him the degree of LL.D.; was also a member of the Union League, Transportation, and Republican clubs of New York City. Mr. Sherman presided over the New York State conventions of 1895, 1900, and 1908; was elected Mayor of Utica in 1884; delegate to the Republican national convention in 1892; was chairman of the National Republican Congressional committee in 1906; has made frequent appearances in campaigns, not only in his own district but throughout the United States. He was elected to the Fifty-fifth, Fifty-sixth, Fifty-seventh, Fifty-eighth, Fifty-ninth, and Sixtieth Congresses. In the course of his twenty years' service Mr. Sherman became one of the prominent members of the House, in his last term being a member of the Committee on Rules. His principal work however, was done on the Committee on Interest and Foreign Commerce and on Indian Affairs, of the latter of which he was chairman. He was frequently mentioned for Speaker of the House, but never made an active canvass for the place. As a presiding officer his ability was recognized in both branches of Congress. Mr. Sherman was elected Vice-President on the ticket with William H. Taft, receiving 321 electoral votes to 162 for John W. Kern, of Indiana, and entered upon the duties of the office at noon, March 4, 1909.

MINNESOTA AFFAIR.

(Continued from page 4.)
abreast of No. 4 hatch on the port side of the spardeck. That was about 11.15. He was breathing heavily but did not seem in any pain. He lived about ten minutes longer. Witness went to open the dispensary and whilst doing so deceased died. Witness ascertained the man was dead and they left him there until the police took charge. They immediately signalled for the police. The plan produced was the official plan of the ship. The ship was lying at the Company's buoy off Stonecutters Island. She was in the waters of this Colony and was flying the American flag. They made the official police signal and they burned blue lights. He could not say exactly when the police arrived.

Inspector Kerr said he was in charge of the water police station and in consequence of information went on board the s.s. Minnesota. He received the information at 3.50 a.m. and got on board about 4.40 a.m. He went along and saw the captain and then went along with the captain and the chief officer to the dispensary and there he saw the body of the deceased. When L.S. 48 arrived with the dead box witness handed the body over to him and he took it away. Witness saw the accused in a room in an alleyway and he asked accused where he kept his knife. He did not caution him. Accused said his knife was in a box forward in the refrigerating room. He then told him the man he had had trouble with was dead. He replied "I am very sorry to hear it." The accused was cautioned in the ordinary manner and he said he could only tell the truth when the time arrived. Deceased was charged by Sergeant Caygill, the station sergeant. Witness went forward and found the knife in a small box in the refrigerating chamber. There was a piece of copper wire between the blade and the handle to save the blade from slipping. Accused was cautioned at the station, and then said "I am not guilty." The statement was produced.

THE U. S. NAVY.

SUPER-DREADNOUGHT LAUNCHED.

London, October 31.
The U.S. super-dreadnought, New York has been launched at Brooklyn. Her armament will consist of ten 14 inch guns and her speed will be 21 knots.

BANK OF FRANCE.

DISCOUNT RATE RISES.

London, October 31.
The Bank of France rate of discount is now 4 per cent.

TELEGRAMS.

HOME RULE.

CONCESSION TO MINORITIES.

Reuter's
(Service to the "Telegraph.")
London, October 31.
An unexpected development took place during the debate on the Home Rule Bill to-night, Mr. Asquith introducing an important amendment of Clause 8, which provided that the Irish Senate should be composed of 40 members who should be nominated in the first instance by the Imperial Parliament for eight years, one-fourth retiring in alternate years, the vacancies being filled by the Irish Government by nomination.

According to the modification, the first Senate will be appointed as originally suggested, but vacancies will be filled up by election on the basis of proportional representation by the Provinces. Mr. Asquith emphasised that the purpose of the Senate was to secure adequate representation of the minority and an amendment was necessary for that objection.

The debate was adjourned to enable the Opposition to consider the modification.

JOCKEY CLUB CUP.

A STARTLING RESULT.

London, October 31.

The race for the Jockey Club Cup at Newmarket to-day, over a distance of two miles, two furlongs, 35 yards, resulted as follows:—

Alleppe..... 1.
Prince Palatine..... 2.

Only two started, and Alleppe won handsomely by six lengths.

The betting was 20 to 1 against Alleppe and 20 to 1 on Prince Palatine.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

The Bank of France rate of discount is now 4 per cent.

The U. S. super-Dreadnought New York has been launched at Brooklyn.

It is rumoured that the Turkish Fleet has bombarded Burgas and that troops have landed.

The death is announced of Mr. James S. Sherman, Vice-President of the United States.

Genl. Sir B. S. Baden Powell, the Chief of the Boy Scouts, has been married to Miss Olave Soames.

The appeal against the sentence of electrocution passed on Police Lieut. Becker may occupy a whole year.

There are rumours of a Unionist plot against the Government in Constantinople, and martial law is being applied more strictly.

Alleppe secured a sensational win over Prince Palatine in the race for the Jockey Cup at Newmarket, there being only two starters.

After a three days' battle between the Turks and the Bulgarians, Nazim Pasha's main army was totally routed and, losing heavily, fled in disorder.

The Turks accuse the Bulgarians of burning Mohammedan villages from which thousands of refugees are arriving in Constantinople, where there are already thousands of starving Redifs.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

Mr. Churchill, in a speech at Sheffield, said the spontaneous explosion in the Balkans was a lesson to Great Britain to be ready for all eventualities. We must be strong, self-reliant and united.

The Turks are accused of burning villages, exterminating Bulgarian inhabitants and torturing Bulgarian prisoners. Similar allegations are made in reference to the Greek villages in Epirus.

Mr. Asquith has announced an important modification of the clause in the Home Rule Bill concerning the composition of the Senate, in order to secure adequate representation of the minority.

Among the reasons given by the Turks for the defeat at Kirk Kiliseh are the bad example of the Christians in the ranks, the failure of the commissariat and disorganisation in the supply of munitions.

The Sultan of Turkey, in congratulating Nazim Pasha on a victory, wired:—"May the good God make you worthy of His clemency and the favour of the Prophet. May blessings be showered upon you in this world as they will surely be in the next."

In the House of Commons, Sir Edward Grey made a reference to the Balkan situation, saying that Britain and the other Powers were continuing in concerted action, and he knew of nothing likely to check the prospects of peace as soon as the military situation made peace possible.

Mr. Taylor, the new Manager of the Uganda Railway, has declared that Uganda's rapid increase in the production of cotton, grain, etc., is likely to tax the railway and the port of Kilindini and it will be necessary to adopt a far-sighted policy for the future development of the railway and port.

LOCAL.

On Wednesday the premises 174 Des Voeux Road were burgled and \$30 stolen. The robbers got in by lifting a door out of its socket.

It was stated at the Summary Court this morning that a man who had told Mr. Russ that the defendant in a case was dead had been found to be the defendant himself.

Two men were charged with being in unlawful possession of lottery tickets and the first man with offering a bribe to a revenue officer; at the Police Court, this morning. The case was remanded bail being allowed in \$1,000 and \$50 respectively.

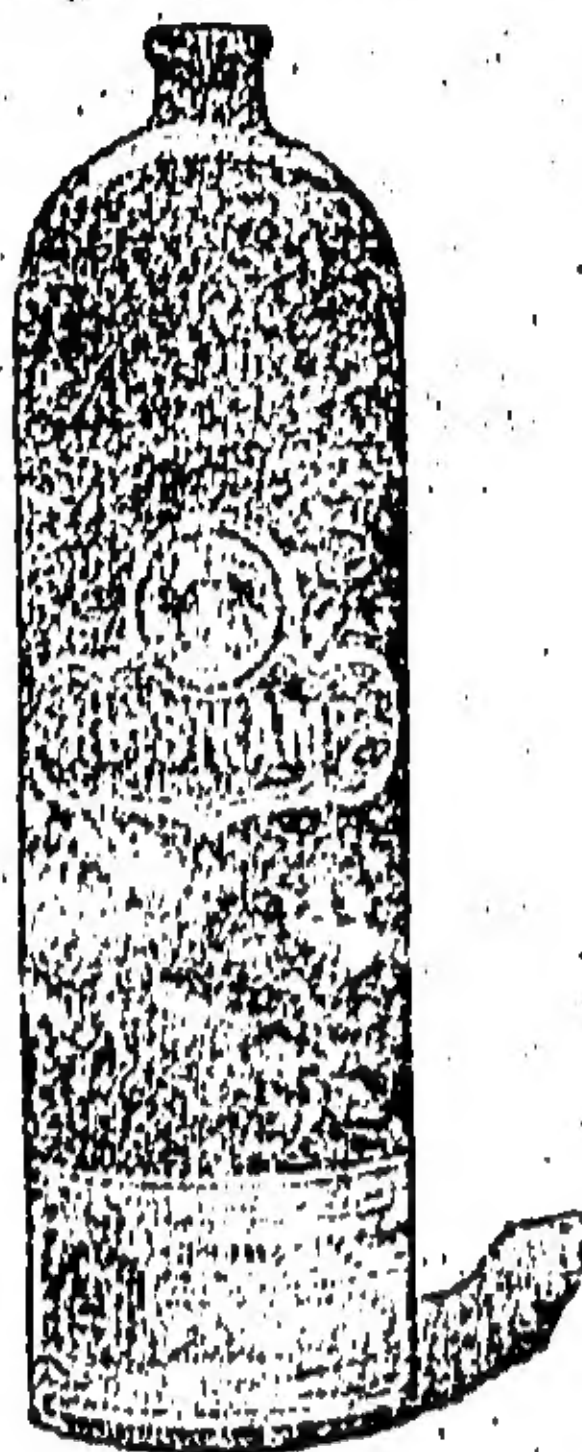
The man and the woman charged with receiving some of the stolen specie from s.s. Hongkong appeared before Mr. Melbourne, at the Police Court to-day and the man was sent to goal for three months whilst the woman was discharged. It was stated that the man was paid \$500 for taking two men from the ship to Yamat.

This morning an enquiry was held at the Marine Court into the circumstances surrounding the loss of the s.s. Daoro Castle at Keelung. As a result, all concerned were exonerated from blame, and the captain was commended for good seamanship in getting the ship out of the narrow waters of the harbour. The manager of the ship was also commended.

Notice



**FINEST OLD DUTCH
GIN & LIQUEURS.**



FINEST OLD SCHIEDAM

**\$14.00 per Case of 12 Quarts
INCLUDING DUTY.**

**SAMPLE BOTTLES FREE
LIQUEUR GLASSES**

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**to regular buyers on application
to the**

SOLE AGENTS FOR SOUTH CHINA.

MAC EWE, FRICKEL & CO.,

4, DES VOEUX ROAD



1, WYNDHAM STREET (Floor St.) ESTABLISHED 1900.

DRAGON CYCLE DEPOT

The LAST WORD in Motor Cars "THE OVER-
LAND," America's Best, a THOROUGHLY HIGH
CLASS well finished car, at a moderate price.

Sole Agent

DRAGON CYCLE DEPOT.

Entertainment

**THEATRE ROYAL
THE ORIENTAL THEATRICAL
COMPANY OF MANILA, P.I.
PRESENTS**

**FERRIS
HARTMANN**

**AND HIS
ALENTED COMPANY,
INCLUDING
MISS "MUGGINS" DAVIES**

**WALTER DE LEON.
IN A REPERTOIRE OF
NEW MUSICAL COMEDIES.**

Saturday, Nov. 2.

Monday, Nov. 4.

Wednesday, Nov. 6.

Thursday, Nov. 7.

Friday, Nov. 8.

Saturday, Nov. 9.

Monday, Nov. 11.

Wednesday, Nov. 13.

Friday, Nov. 15.

Saturday, Nov. 16.

Monday, Nov. 18.

Wednesday, Nov. 20.

Friday, Nov. 22.

Saturday, Nov. 23.

Monday, Nov. 25.

Wednesday, Nov. 27.

Friday, Nov. 29.

Saturday, Nov. 30.

FOR SALE

BOXES EXCHANGE TABLES

1/8 To 1/10

APPLY

"HONGKONG

TELEGRAPH.

FOR SALE.

Old China Curios.

A fine lot of China Curios

1. A large lot of China Curios

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13. A large lot of China Curios

14. A large lot of China Curios

15. A large lot of China Curios

16. A large lot of China Curios

17. A large lot of China Curios

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**THE LEEDS FORGE CO.,
LTD., LEEDS.**

Specialists in the Manufacture of RAILWAY ROLLING STOCK
of every description.
Pioneers in the Design and Manufacture of
PRESSED STEEL UNDERFRAMES and BOGIES and ALL
STEEL RAILWAY WAGONS.

The Undersigned have been appointed Sole Agents in
Hongkong and China
**THE TAIKOO DOCKYARD & ENGINEERING CO.,
OF HONGKONG, LTD.**

BUTTERFIELD & SWIRE.
Hongkong, 23rd September, 1911.

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**WORRIED THINKING WHAT TO SEND HOME
FOR CHRISTMAS.**

FINEST HANKOW TEA.
5 lbs. net.....\$9.00
7 lbs. net.....\$11.00
10 lbs. net.....\$15.00
CHOW CHOW.
1 Doz. 5 lbs. jars.....\$11.00
1 Doz. 2 1/2 lbs. jars.....\$11.50

DESPATCHES:
SS: KITANO MARU..... leaves 5th Nov. due in London 14th Dec.
NYANZA..... leaves 11th Nov. due in London 18th Dec.
Telephone No. 548 **CHINA EXPRESS CO.**, 3, Duddell Street,
J. TAYLOR, Manager.

Hotels

HONGKONG HOTEL

A LA CARTE GRILL ROOM.

Hongkong, 20th April, 1911.

J. H. TARRANT,
Manager. [25]

GRAND HOTEL.

QUEEN'S ROAD CENTRAL. TEL. ADDRESS "COMFORT"

Central Position; Large Airy Rooms; Hot, Cold and Shower Baths;
Electric Light and Fans Throughout; Large Comfortable Lounges; Private
and Public Bars; Billiard Rooms. **HOTEL LAUNCH MEETS ALL
STEAMERS.** Monthly Rates for Tiffin and Dinner. **SPECIAL DINNERS
AT SHORT NOTICE. CUISINE ENTIRELY UNDER EUROPEAN
SUPERVISION. Special Rates for Married Families. On Application To:—**
Tel. No. 197. **F. REICHMANN,**
PROPRIETOR. [52]

ASTOR HOUSE

**(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.**

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under
entirely new management. Large and comfortable rooms. Excellent
cuisine under the supervision of an experienced FRENCH CHEF, and
separate tables. Hot and Cold Baths. Electric Light throughout. Termi-
nally, First Class accommodation for Families and Tourists.
For Particulars and rates apply to PROPRIETORS.
Telephone, 170. Telegrams "Astor." [24]

OPEN AIR SKATING RINK

BELLE VIEW HOTEL

Telephone No. 807.
Sessions: 10 a.m. to 12 noon. 2 p.m. to 4 p.m. Admission 25 cents.
5 p.m. to 8 p.m. 9 p.m. to 11 p.m. Admission 50 cents.
Skating Band will play at the above Hotel every Sunday, commencing from
4 p.m. to 10 p.m.
W. GALLAGHER, Manager. [25]

**KING EDWARD
HOTEL.**

A FIRST CLASS HOTEL.

Under European Management.

Electric Light and Lifts.

Latest Improvements.

Reasonable Rates.

Telephone 375.

H. HAYNES,

Manager.

Hongkong, 1st Aug. 1912. [55]

**THE TAIWAN
RAILWAY
HOTEL.**

TAIPEH, FORMOSA.

**Under the Direct Management of the
Taiwan Railway Dept.**

**EXCELLENT CUISINE AND
GOOD SERVICE. RATES
1 YEN and Up.**

Uniformed hotel porter meets all
trains and steamers. Luggage etc
arranged for without any trouble to
guests.

Hongkong, 1st Feb. 1912. [187]

J. T. SHAW,

TAILOR & OUTFITTER

THE LIGHTEST WEIGHT AERTEX

CELLULAR IN TENNIS, DAY,

TUNIC AND UNDERSHIRTS.

TO BE OBTAINED

AT

J. T. SHAW

HONGKONG HOTEL, QUEEN'S ROAD

Notices



**THE PIONEER MODERN HIGH
POWER GERMICIDE**
Mixes equally well in salt, brackish and fresh
water instantly stops infection from
whatever cause arising.
IDEAL FOR DOMESTIC USE
**ONE GALLON MAKES
400 GALLONS**
EFFICIENT DISINFECTING FLUID
AGENTS: W. R. LOKLEY & CO.,
YORK-BUILDINGS.

GUINNESS' STOUT,

THE WELL-KNOWN

"HORSEHEAD"

BRAND.

Sole Agents,

CALDBECK

MACGREGOR & CO.

HONGKONG, SHANGHAI, SINGAPORE, TIENTSIN

and KUALA LUMPUR.

Hongkong, 25th January, 1912.

Entertainment

VICTORIA THEATRE.

THEY'RE STILL THEY COME.

Debut of the

GREAT FRANKLINS

OR

SATURDAY.

2nd November, 1912.

Hongkong, 31st Oct., 1912. [562]

Notice

**PEAK TRAMWAY CO.
LIMITED.**

NINE TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 min.
8.00 a.m. to 10.00 a.m. " 10 min.
10.00 a.m. to 11.00 a.m. " 15 min.
11.00 a.m. to 12.00 noon " 15 min.
12.00 noon to 1.00 p.m. " 10 min.
1.00 p.m. to 2.00 p.m. " 15 min.
2.00 p.m. to 3.00 p.m. " 10 min.
3.00 p.m. to 4.00 p.m. " 15 min.
4.00 p.m. to 5.00 p.m. " 10 min.
5.00 p.m. to 6.00 p.m. " 15 min.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to
11.30 p.m. every 15 minutes.

SUNDAYS.

7.30 a.m. to 10.30 a.m. every 15 min.
10.30 a.m. to 11.00 a.m. " 10 min.
11.00 a.m. to 12.00 noon " 15 min.
12.00 noon to 1.00 p.m. " 10 min.
1.00 p.m. to 2.00 p.m. " 15 min.
2.00 p.m. to 3.00 p.m. " 10 min.
3.00 p.m. to 4.00 p.m. " 15 min.
4.00 p.m. to 5.00 p.m. " 10 min.
5.00 p.m. to 6.00 p.m. " 15 min.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS.

Arrangements at the Company's
Office, Alexandra Building,
Des Voeux Road.
W. H. D. HUMPHREYS & SON,
General Managers.
Hongkong, 3rd Nov., 1911.

**THE CHINA PROVIDENT
LOAN AND MORTGAGE
CO., LTD.**

(CAPITAL PAID UP...\$1,250,000.)

Loans on Mortgage of House Property

Good received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

and Officer of

TRUSTEE, EXECUTOR OF

WILLS, ATTORNEY, &c.

Under the supervision of

SHAW, TOMES & CO.

General Managers.

Hongkong, 1st March, 1912.

Entertainments

BIJOU SCENIC

THEATRE.

To-Night, 9.15 p.m. To-Night.

ALL NEW PICTURES.

"Wanted a Bearskin"

MAX LINDER

The American Marriage

and

NICK WINTER

WIFFLES

Receives a Decoration

MISS DELLIE CONNOR

in New Billards:—

(1) The Sweetest Story ever told

(2) Zan baal.

R. H. S.

AL FRESCO FETE

in aid of the funds of the Society of

St. Vincent de Paul to be held in

the compound of the ROMAN

CATHOLIC CATHEDRAL

on SUNDAY

8th Nov., from 9 p.m. to 11 p.m. under

the most distinguished patronage

of His Excellency the Governor

SIR FRANCIS, SIR MAY

R.O.M.O. and L.D.M.

Admission Ticket \$1.00 which is

entitled to a Souvenir on its presenta-

tion at the Souvenir Pavilion on the

evening of the Fete only.

The Public is respectfully invited to

inspect the various stalls from 2 to 7

p.m. on the 8th November.

Tea, Cakes and refreshments will be

served during the afternoon and night.

Grand Cinematograph show will be

exhibited during the evening and night.

By kind permission of Lieut. Col

Hamilton and Officers, the Band of the

King's Own Yorkshire Light Infantry

will play from 9 to 11 p.m.

Tickets can be obtained from to-day

at Messrs. Green & Co., Pedder Street

and at the Roman Catholic Cathedral

on SUNDAY, 8th November, from 9

a.m. to 7 p.m. and at the gate on night

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**OUR
CONTEMPORARIES**

Daily Press.

SERVICE MATTERS.

Names of Battleship.

It is said to be the intention of the Admiralty, when selecting names for the battleships of the new programme, to revive some names of famous ships that have conferred great lustre on the British Navy, because of the gallantry of their crew, in the memorable battles of the Nile, St. Vincent, and that of the Glorious First of June. Amongst these are the *Zenous*, *Alexander*, *Culloden*, and *Brunswick*. The *Zenous* and *Alexander* were Nelson's fighting 74's at the Nile; the *Culloden*, under the command of the gallant Capt. Troubridge, led Admiral Sir John Berke's victorious fleet into action at the battle of St. Vincent on St. Valentine's-day, 1797; and the famous Old Brunswick, 74, under the command of Capt. Harvey, fought and sank the French 74 *Vengeur* in the battle of the First of June, in which she hoisted her colours to the mast, lost 10 officers and 41 men killed—the officers including the captain—and 114 men wounded and had 3 guns dismounted.

S. Wales Borderers Officers.

Capt. T. O. Greenway, South Wales Borderers has completed four years as adjutant of the 3rd (Special Reserve) Battalion of his regiment at Brecon. His successor, as announced in "The Globe" some time ago, is to be Capt. B. Collier, 2nd Battalion South Wales Borderers, who is on duty with the 3rd Battalion. Capt. W. Lawrence has been transferred from the 2nd Battalion South Wales Borderers at Pretoria to the Battalion at Chatham. The last Battalion from South Africa will be in North China this week, and Capt. Lawrence goes home with the details, arriving in England about the middle of January.

One of Gordon's Lieutenants.

Sir Rudolf Slatin, on whom the Order Cross of the Victorian Order has just been conferred by King, is one of the few soldiers of foreign birth who have distinguished military services for England. He was Governor of Darfur under General Gordon, was captured by the Mahdists in 1884, and published a book on his Soudan experiences five years later. Since 1900, Rudolf, who is a Baron of the British Empire, and an Honorary-General in the British Army, as well as Lieutenant-General in the Egyptian Army, has been British Inspector-General of the Soudan.

The Ex-cruiser Pactolus

On September 24, at Chatham, ex-cruiser *Patolus*, which was withdrawn from a dockyard at Sheerness with a view to utilisation as a harbour ship, has been converted into a marine depot ship, was commissioned with a Devonport crew to service a parent ship to the *Malash Submarine Flotilla*. The *Patolus* will be first stationed in the Firth of Clyde, and is for emergency purposes, the vessels accompanying tenders to the *Patolus* service in the flotilla being: Submarine A 10 (Lieut. K. Michell) of the First *Malash Flotilla*; Submarine 1 (Lieut.-Com. B. P. Bury), Submarine A 12 (Lieut.-Com. H. Dawson).

**H. ARNOLD BENNETT
FINDS A "WONDER-
FUL TONIC."**

100

With the single exception of H. G. Wells, Mr. Arnold Bennett stands head and shoulders above all the younger generation of English novelists, and he recently added to this distinction of being a highly successful playwright. Beginning as a clerk and file of journalism, Mr. Arnold Bennett became editor of a ladies' paper, in which capacity he professes to have gained knowledge of feminine character. It is also said that in early life he had no love for literature, but was an incessant reader of the pulp magazines of Ouida.

Mr. Arnold Bennett is a strenuous and systematic worker, and, like most people who do a great deal of brain work, he derived considerable benefit from the medicinal use of the well-known food, Sanatogen. "The effect of Sanatogen on me," he writes, "is simply wonderful."

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Hongkong, 24th Oct., 1912. [796]

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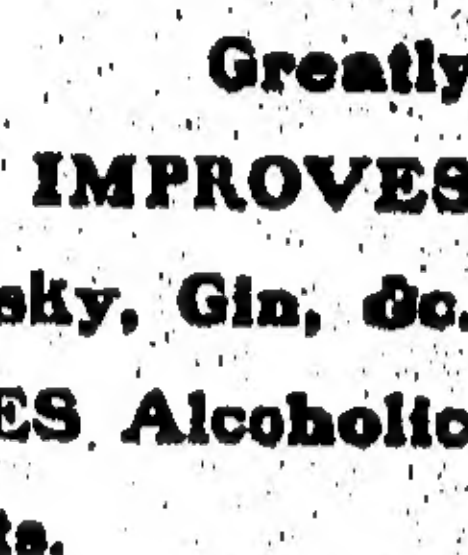
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Weekly issue—\$13 per annum.

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The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is \$1.00 per quarter.

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The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

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The Hongkong Telegraph.

HONGKONG, FRIDAY, NOVEMBER 1, 1912.

PROGRESS IN CHOSŌN.

The annual report of reforms and progress in ChosŌn (Korea), which has just been issued, makes interesting reading. Allowing for the possibility of its being coloured by national pride—and such colouring might be unconscious and would be natural and even pardonable—it is none the less a striking record of solid progress. It will be remembered that, on August 29, 1910, the Protectorate which was established by Japan in 1905 was abolished and the Imperial Government assumed the responsibility of direct administration and annexed the Empire of Korea to Japan. The vital object of annexation was to secure stability of peace and tranquillity for the Peninsula, and it seems beyond doubt that this object has been secured in considerable degree. We are told in the report that "the people of Korea put away their suspicions and anxieties and became heartily appreciative of His Imperial Majesty's merciful reign and of the new regime." In the main, and despite the fact it takes no notice of here and there a sign of disaffection, this is no doubt, fairly true.

It is clear, at any rate, that the trade of 1911 was in advance of that of 1910. There was an increase of over 3,000,000 yen alike in imports and exports, and the fact that the excess of imports over exports, which was formerly recorded, has decreased, is a healthy economic sign. Increasing trade again, has helped towards the formation of co-operative companies for the conduct of trade which formerly was in the hands mostly of individuals or rudimentary guild associations. This improvement we may fairly assume, is to be set down to the fact that insecurity of life and property, formerly caused by official extortion and abuses and by brigands who preyed upon the people, has largely been removed. Life and property are more safe, the conditions of existence are improved, and people are developing and increasing their businesses. These are unmistakably healthy signs, and, even if there is a disposition in the report to paint progress in rather glowing colours, there is no escaping the evidence produced of steady advance.

We note, by the way, that the educational system has not yet been touched. There is wisdom in delay in this direction. Readjustments in any existing educational system require such careful consideration that it is well to avoid undue haste. It seems, however, that a new educational system is being worked out with the object of making the common school system primarily founded on a solid basis which will make the annexed subjects assimilate healthy mental development, suited to the actual conditions of Korea. Practical education, such as technical training, is to be encouraged and higher education is to be provided for.

Altogether the Report, setting aside a certain tendency to be a little vain-glorious, is a careful record of excellent work carried out carefully, steadily, without undue haste and with a fixed determination to achieve good results.

DAY BY DAY.

The man who succeeds is a self-made man. The who fails is a victim of circumstances.

Mail Delivered.

The German Mail of October 3rd was delivered in London on October 31st.

Theatricals.

The Ferris Hartman Co. open their season at the Theatre Royal to-morrow night.

Accession Anniversary.

To-day is the anniversary of the accession of the Emperor of Russia who began his reign in 1894.

Back Again.

Among the passengers who arrived from Home by the P. and O. s.s. Nile were Dr. and Mrs. J. H. Saunders.

Cruise's Overhaul.

H.M.S. Kent has gone into the naval basin for overhaul, and H.M.S. Defence as come out and gone alongside to complete her refit.

A Mark of Respect.

The flags at the U.S. Consulate and at the Pacific Mail S.S. Co.'s offices are flying at half-mast to-day owing to the death of Vice-President Sherman.

Practice Dances.

The dates of the practice dances for the St. Andrew's Ball have been altered to Thursday, 14th inst., Wednesday, 20th inst., Wednesday, 27th inst.

Service for Children.

The first Service of the Season for children and friends in the Peak Church will be conducted on Sunday Nov. 3rd at 3 o'clock by Rev. O. H. Hickling.

The Mourning Stripes.

The Douglas steamers have donned the blue mourning stripes out of the respect to the memory of the late Mr. J. H. Lewis, formerly head of the company.

The New Sinhalese Paper.

The new Ceylon paper which Mr. Tom Wright of "Straits Echo" fame is to edit is being financed by wealthy and influential Sinhalese, who have subscribed over Rs. 200,000.

Commission Ended.

H.M.S. Newcastle left this afternoon for Colombo, where she will recommission. Her crew will be transferred to H.M.S. Gibraltar and taken home, while a new crew will be taken aboard and brought to Hongkong.

Delayed by Strike.

The Blue funnel steamer Titan arrived in port to-day from Vancouver several days late. She was delayed in consequence of a coal strike in British Columbia, the result being that only fuel of poor quality could be obtained, thus decreasing the vessel's steaming power.

Lottery Tickets.

Two men were charged at the Police Court, this morning, with being in unlawful possession of lottery tickets, and the first defendant was also charged with offering a bribe of \$30 to a revenue officer. The case was remanded, bail being fixed in the case of the first defendant at \$1,000 and in the second \$50.

Guard of Honour.

A Guard of Honour consisting of 2 Officers, 50 N. C. Officers and men, with regimental colour and band, will be furnished by the 1st Bn. K.O.Y.L.I. on the occasion of the landing of General Sir I. S. M. Hamilton, G.C.B., D.S.O., Inspector-General of the Overseas Forces, to-morrow. The Guard will be drawn up at Blake Pier.

The late Mr. J. H. Scott.

In an obituary notice of Mr. J. H. Scott, late senior partner of Messrs Butterfield and Swire, "Shipping and Engineering" observes:—"In 1903 Mr. Scott revisited the East and took journeys to and fro on the coast of most of the company's steamers in order to acquire a first hand knowledge of the working and requirements of the fleet. His tact and courtesy on these occasions, and the unflinching patience with which he listened to the complaints and suggestions of the officers of the fleet, earned for him a high place in the esteem of those who manned the vessels of the China Navigation Company."

MINNESOTA AFFAIR.

To-day's Proceedings in the Court.

At the Summary Court, this morning Mr Justice Gompertz in fixing cases for next week said that there was a Magistrate's appeal on Monday. There was a special Criminal Sessions held on that day for the case of the Minnesota. The case was being fixed would be subject to the arrangements he had just indicated.

Mr. P. M. Hodgson, Assistant Crown Solicitor, who prosecuted, has stated that a special Sessions has been arranged.

At the Police Court, this afternoon when John Saxton Dunn again appeared before Mr. C. D. Melbourne, there were many Americans again present who attentively followed the proceedings.

The last witness called yesterday was Dr. Macfarlane, and to-day the first was Henry Strand, third engineer of the ship.

Henry Strand said he remembered the night of the 28th. He had been ashore and came back about 10.30. There came back with him watchman Ireland, quartermaster Stein and the deceased. They went to the engineer's messroom. The third electrician was there. After about ten minutes the accused came into the room. He (witness) stayed there about fifteen minutes and then went to the water tender's messroom. He did not see the accused drink anything in the engineer's messroom but he saw a bottle. He saw the accused eating a sandwich. In the water tender's messroom there were quartermaster Stein and the deceased.

About five minutes later the accused passed by the door but did not come in. The deceased called out "I am going to look that son of a b. h." He got up and witness said "Don't do it; let him alone." Deceased ran after the accused forward. Witness did not go out. Mr. Mayson was standing in the doorway. He tried to stop the deceased but he did not succeed. Mr. Mayson ran after the deceased. He was surprised at the deceased calling out what he did but he did not know what to think of it. He did not know if the deceased and the accused were on good terms or not but it was general talk among the crew that they were not.

Accused said he did not wish to ask the witness any questions.

Alfred Douglas Ireland said he was the day watchman on the Minnesota. He returned from shore with the deceased, and Mr. Strand in the Company's launch from Statue Pier, about ten o'clock. He went to his quarters on the spar deck. He never saw the deceased after they got on the ship until the deceased came and asked him if the doctor was on board at quarter past or half past eleven. The deceased appeared perfectly sober at the time and he was holding his hands to his heart. When witness asked him what was the matter he began to sway and witness held him up by the elbows. Witness noticed bloodstains on his shirt.

"I am Stabbed."

In answer to the question of witness he said "I am stabbed." He then collapsed and died. Witness was with him until he died. When he came from shore with the deceased, the latter was under the influence of drink but not drunk. As far as he knew the deceased and the accused were not on good terms. He had noticed a knife like the one produced with the deceased would use in the course of his work. Deceased might even put it in his pocket. He identified the body at the mortuary as that of the deceased. On the chief officer's order he helped to carry the deceased down to the second class entrance and examined him. He put a towel round him and tried to stop the bleeding. He only noticed three wounds. One, he thought, was over the liver, and two more below the heart. He then notified the officers of the occurrence. The deceased had a belt on next to his skin.

J. W. Nicholson, chief officer of the Minnesota, said he did not see the unfortunate occurrence. He saw the deceased alive lying on the deck.

THE SPECIE ROBBERY.

How Sampan People Become Rich.

At the Police Court, this morning, before Mr. C. D. Melbourne, two Chinese, a man and a woman, were charged with being concerned in and receiving the specie which was missed from the s.s. Hongkong.

Mr. Shenton, of Messrs. Deacon, Crook and Deacon, prosecuted, and Mr. Crewe, of Messrs. Hastings and Hastings, defended. Mr. Shenton said the s.s. Hongkong left Haiphong on the 10th ult. for Hongkong via Peking and Hoihow and when it got to Pakoi nine cases of treasure were taken on board. These were placed in a treasure room in the stern of the ship and the door of the treasure room was locked by two iron bars with separate keys which were kept in the officers' room. The ship arrived in Hongkong at 8 p.m. on the evening of the 15th ult. There were two men on watch from twelve p.m. till six a.m. These two men, as a matter of fact, had absconded.

Two Cases Were Missing.

About six a.m., on the 16th the captain received a report that the strong room had been entered and he went there. He found that two cases were missing, one containing \$500 and one containing \$1,500, in twenty cent pieces. Inquiries were made from the police and from information received the two defendants were arrested. They were the owners of a sampan and in the sampan was found \$160 in twenty cent pieces, a pair of gold bangles bought from Tai Yuen shop for \$140 on the 18th, and bought by the woman, and there was also found a pair of rattan bangles and other articles of jewellery bought for \$43 30. A gold finger ring was also found which was bought by the woman on the 17th. A moneychanger would state that the defendants were changing twenty cent pieces the second day after the robbery. They were getting notes for the twenty cent pieces. It was stated that \$500 out of the two cases were handed to the defendants by the two men who got the specie off the boat, for taking them to Yumati. He did not know if they admitted that the money was taken out of the cases, but it was a matter of fact.

"Something Wrong."

Mr. Crewe said he could not suggest they had very good grounds for supposing they were paid a somewhat lavish fee for carrying these men from the ship to Yumati, or that they had not some grounds for supposing that there was something wrong in the proceeding. It was not the custom to pay \$500 to any sampan man, for such a journey. There was, however, no evidence to show that they were in any way party to the robbery which had taken place on the ship. They were only charged with receiving. He thought if there was evidence before his Worship to prove that they were lying off the boat with a view to assisting in the removal of that treasure he might deal with the case in a more strict spirit. As it was, the man pleaded guilty to, and admitted, the receiving and he could go so far as to say suspected they had been stolen. He submitted under the circumstance it might have been reprehensible but also submitted that under the circumstances there were certain extenuating circumstances. He asked the magistrate to deal as lightly as possible with the first defendant, and dismiss the second.

The man was sent to gaol for three months and the woman was discharged.

Mr. Shenton made a claim for the money and jewellery found and this was granted.

ALLEGED STABBING.

At 11.30 this morning a serious struggle took place between two private rickshaw coolies in Chater Road.

It is alleged that one man insulted the other, upon which the first man ran back to his rickshaw, opened the seat and drew a knife from the bottom of the seat. With this he is said to have stabbed the other on the left side of the face making a long and deep cut.

The injured man bled badly, and he was at once taken to the Hospital.

"OUR GAOL."

More Concerning the Conduct of Prison.

An interesting story came our way the other day and will bear repeating. It is to the effect that a high Government official whose identity we need not reveal met a minor official the other night just on twelve o'clock and asked him what duty he was on. He was told "night duty." That, of course, was fairly obvious, so the official in question asked the officer to be more particular; was he on first or second night duty? The reply startled him—"All night duty." Evidently the official in question had no idea that European officers had to face a duty at nights of twelve hours at a stretch, for he expressed himself quite forcibly in condemnation of it.

The conditions governing this all-night duty are about as ridiculous as could well be conceived. The rules and regulations, for instance, forbid the officer from leaving the prison. Yet, between 10.15 and 10.30 p.m. he must leave the prison for the purpose of seeing that the warders are in their quarters and in order to turn out lights. Thus for at least a short period every night, the prison is left without a European officer in charge. On the one hand is an order not to leave the prison; on the other is another order forcing the officer to forsake his charge. Prison orders are strict, and we presume that an officer could be held guilty of breaking law by obeying both. Prison law in Hongkong has its humorous aspects—but not for the warders.

Ridiculous Conditions.

The rules as to striking to his post, being so strict (where it suits the authorities) the European officer in charge has to do twelve hours at a stretch without time for a meal. He snatches his food as best he can. Also he has to cook it when and how he can. No time is allowed him for either necessary purpose. The Government allows him free rations, of course. One tin of jam, one tin of condensed milk, and a small loaf of bread, and some tea—these form a man's free rations for a week's night duty of eighty-four hours. He is allowed a quantity of food which is wholly inadequate and no time in which to cook or eat it. He must not relax his vigilance in supervising the other warders, all night through; yet he must take time to cook and bolt (it is the only word) his food. That in the position, it is at once comic and humiliating. But there is nothing amusing about it for the warrior who is the only Government official asked to face twelve hours night or day duty in a climate such as this.

The police, we believe, do only about half the number of hours a week. Why should this be so?

"Our Burglar's Escape."

By the way, we are informed that "Our Burglar" did not escape at four in the morning as was stated at the time. He got away between 10 and 11 p.m. Is there any connection between this and the absence of the European warder in charge, from 10.15 to 10.30? We merely ask for information. Once through the wall of his cell and he was in the yard. He had sized up the situation very cleverly. No officer patrolled that part of the prison, so he slipped on to the wall near the receiving room, which is not very high and presented no difficulties. The rest was easy. He had only to step on the roof of the Police cells which are immediately against the boundary wall, and he was clear in a minute. Some friend, it is said with every show of truth, met him with money and clothes, and early in the morning he left for Cheung Chau and from there went to Macao.

In passing we may observe that, since we remarked some time ago on the sanitary arrangements, the buckets are emptied rather more frequently between Saturday morning and Monday.

There was point, therefore, in an observation made in our leading article on Wednesday last, week. We said:—

"If the statements made to us were fully reliable—and we had no reason to doubt them—the sanitary arrangements between Saturday at 11 a.m. and Monday morning are not anything like what they should be. At least—and the reservation may be worth nothing—they were not at all good prior to the publication of the article, in these columns, already referred to."

The statements were true, and the reservation justified. Here, clearly, is a little gained, but there are many things yet to be put right.

In another leading article which appeared in these columns some time ago we pointed out the unwisdom of putting prisoners to unremunerative work when they could be set to useful labour. There are at present in the gaol Chinese prisoners undergoing hard labour, according to their sentences, who are picking oakum which has already been picked during the past four or five weeks. Is this repicking of oakum which is already picked the sort of hard labour to which the sum of Canton should be put? The case might not seem so serious were it not that we are informed the European prisoners are put to stone-breaking. This must be distinctly comfortable for the Chinese who, so far as we can see, are not undergoing hard labour at all. Rule 263 allows for shot drill, crank labour, tread-wheel, and the like, but oakum-picking comes in only in combination with the others. There is a clause, to be sure, which allows of "such other labour of a hardy bodily nature as the Governor may from time to time approve." But oakum picking is not labour of a hardy bodily nature, especially oakum already picked.

Changes of Cloth.

According to rule 212 "the whole of the Chinese prisoner's clothing and the under-clothing of every European prisoner shall be changed weekly." We are informed that there is at present only, on an average, a suit and a quarter of clothes for each prisoner. How they can have a change of clothing weekly is a mystery. More than that, at 4.15 p.m. the prisoners cease work. They are marched to their cells, fed, taken from their cells, to have a bath, and marched back again by 5 o'clock. The regulations insist on that; but as there are from 70 to 100 prisoners in a division and only four baths it is difficult to see how all this is accomplished in forty-five minutes. We have a fear that quite a few of the prisoners can have no more than a sight of the bath—if so much.

Clearly, therefore, the prisoners cannot have a change of clothing so often as is laid down in the rules and cannot have a bath as often as is understood. Is it true that a desire, at all hazards, to keep down expenses is responsible for the poverty in respect of clothing? The reason for the rush over the matter of bathing is clear. The warders must have the whole of the division of 70 or 100 prisoners safe in their cells by five o'clock or there may an inquiry as to the cause of delay. We wonder how often prisoners are changed and how often each prisoner does have a bath.

We finish on a cheerful note. The one bright spot on the whole black record of complaint is that as we understand, the food is good.

THE OLD STORY.

Laden Truck Comes Downhill Unbraked.

Another case where a loaded truck was taken downhill, without a brake being applied, came under our notice this afternoon.

Just after three o'clock a truck, heavily laden with tin roofing, came down D'Aguiar Street, where were many people, in charge of a number of coolies.

The coolies had it under control—and that was all. They would have had it properly under control, no doubt, had they used the brake. But they did not. And it seems no-one's business to see that they do use it. It is the old story.

TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory by the American Consulate General, Hongkong, at 8.45 a.m. to-day:—
Cyclone or Typhoon E. at the Miyazaki Islands moving W. at 11 a.m. and Monday morning are not anything like

THE DACRE CASTLE.

Inquiry into Circumstances
Attending her Loss.

This morning a court of enquiry was constituted at the Marine Court to make an investigation into the circumstances attending the loss of the British steamship Dacre Castle, off Keelung on September 10 of the year. The court was made up as follows: Commander Basil Taylor, R.N., stipendiary magistrate, Lieut. Courtenay Steiner, H.M.S. Tamar; Donald Macdonald, master of the British steamship Jelunga; James William Evans, master of s.s. Haimun; and William Joseph Bishop, master of the s.s. Dilwara. The particulars set out in the official documents showed that the Dacre Castle's official number was 124,119 Liverpool, and the master was Edwin Gough whose certificate of competency was numbered 0.0. 034,480 London.

Edwin Arthur Gough, master of the Dacre Castle, said they were on a voyage from Yokohama to Boston and New York. He left Yokohama on August 24. They called at Shimidzu, Kobe, Karatsu, Shanghai and Keelung, arriving there on September 14. He anchored in the outer bay for quarantine, and then entered the harbour, making fast to buoys, ahead and astern. On the fifteenth it began to blow very strongly.

Was there any typhoon warning up?—Yes, we received the first on the 15th.

Of it was falling. Did the glass give you any indication?—Yes the glass was gradually falling.

Continuing, witness said he sent ashore for additional merrings. The wind was N.E. and he was lying with the ship's head more to the east. He ran through the night alright, and in the morning the weather moderated, but in the afternoon it increased again. The glass remained about the same and did not start falling until about 6 p.m. At about 4 p.m. the stern mooring, of their own wire, parted and the ship swung across the channel. He sent word to the engineer to get full pressure of steam up; he had kept his fires banked awaiting the typhoon.

Witness then pointed out his position on chart, and the places where other craft were anchored. To keep the boat to northward he put out his port anchor having already put out the starboard anchor.

Started to Drag. A little later the ship started to drag both the anchors and on the buoy. This would be about 4.30 p.m. before the glass had begun to drop again. He decided to get under way as soon as there was sufficient steam, and, receiving the report that he had sufficient steam, at 5 o'clock, he got under way. He got both anchors up and slipped the wires to the buoy, and then went to the outer harbour anchoring with both anchors, "80 fathoms on the port and 60 on the starboard."

In answer to the court: The length of his ship was 302 feet.

Continuing, witness said he was steaming at his anchors, when shortly after 6 o'clock a squall came on and she commenced to drag again. He weighed anchor and then anchored again with the bow pointing east. The boat was drawing 17 feet forward and 23 feet astern. On this occasion he thought that the anchors were going to hold. He had some of the crew on to watch the anchors, but no sooner had others of the crew gone down to get their tea than she started to drag once more, going rather to the westward. He got under way, but a sudden squall came on, just as he got his anchors clear.

Heavy Seas.

A heavy sea caught him under the stern, unshipped the rudder, and broke the stern post. Shortly after that another big sea came along and swamped her. Then it was that the boat took the shore, where she began to pound heavily. He got the life boats out, and at about 10 o'clock the vessel was shearing the rivets, while the engine and boiler seems were lifting. She was not making much water at first. Later the water gauges were sheered off the boiler, and the steam escaped, scalding the chief engineer. All this time the second and third

(Continued on page 10)

CORRESPONDENCE.

[The opinions expressed by our correspondents are not necessarily those of the "Hongkong Telegraph."]

NAMELESS ROADS AND PUZZLED STRANGERS.

To the Editor of the "Hongkong Telegraph."

Sir.—In the interests of visitors to our Island I would be glad if you would, through the medium of your valuable paper, bring to the notice of the Authorities concerned, the necessity of supplying the public with more information than exists at present regarding the names of the new roads which have recently been constructed on the Peak. I take it we are all more or less interested in the opening up of new sites for building and one of the most striking features to the newcomer in Hongkong is the large number of roads that have been constructed on the Peak during the last few years, which shows a desire on the part of the Government to make the Peak as desirable a residential quarter as possible. Why not therefore give the pedestrian, every facility of knowing the names of the roads and in what direction they lead? At present there are many roads on the Peak without any names apparently, and it is an easy matter to the stranger to our shores to lose his bearings to no little personal inconvenience. As a case in point I would mention that one of my friends last Saturday visited the Peak with the intention of finding a certain house on the Plantation Road. She proceeded to the top tram station, took the new road running in the direction of Plantation Road and in due course arrived at the junction where the new road crosses Plantation Road and lands on in the direction of Birker Road. Not seeing any name plates up or any directions whatsoever that would assist her, she continued along the new road and of course after walking some distance found herself considerably out of her way, with the result that she had all the way to walk back. The general public will agree with me, I think, that the time has arrived when the Government should see that clear and explicit directions, with the names of every road constructed, are placed at the respective ends of each road in the Colony, and more particularly on the Peak.

To any where visitors naturally proceed in preference to any other part of the Colony to enjoy the beauties of the Island. While we all appreciate the excellent opportunities that have been offered us to explore the Island, it seems a pity that visitors should be subjected to no little personal inconvenience and annoyance through the lack of a little forethought over such slight, but necessary, details. Apologizing for the length of this letter,

Yours etc,
"OBSERVER."
Hongkong, 1st November, 1912.

JUBILEE ROAD ROUND THE ISLAND.

[To the Editor of the "Hongkong Telegraph."]

Sir,—The attached correspondence appears to be of sufficient general interest to merit publication. It seems strange that a Colony with an annual revenue of nearly eight million dollars should be unable within the next 14 months to spend the comparatively small sum of \$7,000 in rendering fit for carriage traffic the only road communicating with its South Eastern shores, the bridges of which road have been constructed for such traffic.—Yours etc
Donnys & Bowley.

(Extract from letter Donnys and Bowley to Colonial Secretary of 7th October 1912.)

Our clients trust that steps will now be taken to improve the road round the Island (from Aberdeen to Shaui-kiwan) so as to make it available for motor cars. We understand that the bridges are of sufficient width and strength to carry the cars, and that it is only necessary to widen the corners on the hill down to Deep Water Bay and on the hill from Repulse Bay to Stanley Gap, to cut back other corners, to clear the road of weeds and undergrowth and repair the surface with disintegrated granite from the hills.

sides: if this were done it is a temporary measure a most attractive ride would be available for residents and tourists, to many of whom the Southern portions of the Island are at present inaccessible. The expenditure might be met out of the vote for maintenance of Roads &c.

The expensive alterations in gradient which were projected when the Jubilee Road round the Island was under discussion, and which were essential for horse traction, are not absolutely necessary for motor cars, and there seems no adequate reason for keeping this road closed until the more elaborate scheme can be carried out. If traffic were allowed in one direction only there would be no risk of collision.

(Extract of reply from Colonial Secretary of 30th October, 1912.) I am directed to inform you that the improvement of the road from Aberdeen to Shaui-kiwan suggested in your letter of 7th October so as to make it available for motor cars is estimated to cost \$7,000.

No funds will be available to carry out this work next year but it will be considered in connection with the Budget for 1914.

"TRUTH" AND HONG-KONG MOTORS.

"Truth" in a recent issue had the following:—

"A short time ago I mentioned that the Hongkong Government had issued new regulations for motor-car traffic which seemed to be practically aimed at its abolition. This has brought me a letter in favour of its abolition from a British resident, who argues that the motor is a nuisance and a danger in such a place as Hongkong. Not being personally acquainted with the island, I am unable to express any opinion of my own on that point. It would seem, however, that after all, this resident's view is not endorsed by the Government, which, according to a local paper just to hand, has already repealed the obnoxious regulations which excluded motors from certain roads. The information regarding the repeal of the regulations was given in our issue of September 2 and was forecasted in the "Telegraph" some days before.—Editor.

"DEAD" MAN ALIVE.

At the Summary Court, this morning, before Mr. Justice Gompertz:

Mr. Russ (Messrs. Golding, Barlow and Morrell).—The case 10031, my Lord, is one in which I am concerned but it does not seem to be in the list. I asked for it to be restored this case where a man said the defendant was dead. We have now evidence that the man who came and said the defendant was dead was the defendant himself—(Laughter).

His Lordship:—Was it adjourned since die?

Mr. Russ:—Yes, I wrote to the Registrar asking for it to be restored.

ANOTHER BURGLARY.

On Wednesday a burglary was committed in the shop 174 Des Voeux Road, and articles to the value of \$30 stolen. Entrance was effected by lifting a door out of the socket.

Sanitary Driver Injured.

A Chinese employed as a driver of a Sanitary Board water cart has been sent to the hospital suffering from injuries received through falling from his cart at Kowloon this morning.

DON'T FORGET.

Saturday, Nov. 2.
Boxing Victoria Theatre.
Farris Hartmann Co.
Sunday, Nov. 3.

Al Fresco Fete Roman Catholic Cathedral.
Special Parade H.K. Volunteer Reserve 9 a.m.

Monday Nov. 4.
Sale of Crown Land P. W. D. 3 p.m.

Wednesday, Nov. 6.
Licensing Board, Council Chamber, 2.15.

Annual Meeting V.B.C. 5.30 p.m.

Monday Nov. 11.
Public Holiday.
Orchestra Week Commences.

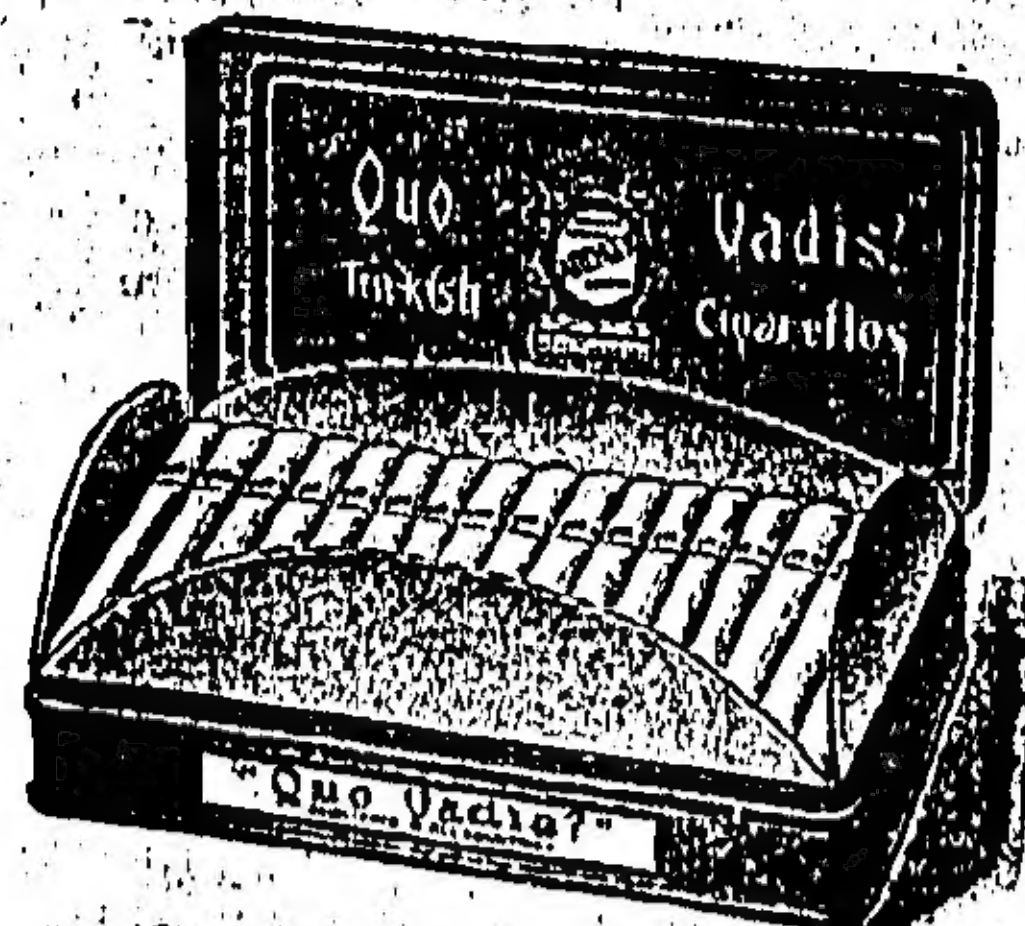
To-day's Advertisements

QUO VADIS?

HIGHLY RECOMMENDED TURKISH LEAF CIGARETTES

MANUFACTURERS:

ARDATH TOBACCO CO., LD., LONDON.



Per Tin of 50: \$1.50

SOLD BY

KRUSE & CO.

WE BEG TO ANNOUNCE.



that we can now manufacture on our premises the new Kryptok invisible bifocal lens.

The old style of cement bifocals with their disfiguring and annoying dividing line has been supplanted by a new lens with two foci, the upper portion of the glass for distance and the lower for reading, ground from one single piece of glass.

You who wear two pairs of glasses may now use one pair instead. No one can tell that you wear bifocals. No cement to blister; no thin segments to lose off.

Call and inspect this line. We grind Kryptoks in regular or toll form.

WE LEAD, OTHERS FOLLOW.

CLARK & Co.
SCIENTIFIC OPTICIANS
YORK BLDG. CHATER RD.
HONGKONG

MANILA

OFFICES

78, ESCOLTA

LANE, CRAWFORD & CO.

GENTLEMEN'S TAILORS

FASHIONABLE MATERIALS

AUTUMN and WINTER WEAR

DRESS SUITS

PERFECTLY CUT AND TAILORED

L. C. & CO. Aim at the Production of Articles of the Highest Standard of Excellence.
MODERATE PRICES.

THEATRE ROYAL.

the musical play

"THE COOK"

AN IDYLL OF THE PEAK

By

Lieut. CROSSE,

TO BE PRECEDED BY A

GRAND VARIETY

ENTERTAINMENT

WEDNESDAY, November, 13th

at 8.15 p.m. sharp.

Prices as Usual.

Soldiers and Sailors in Uniform

30 Cents Gallery.

Looking at MOUTRIE & CO,

Hongkong, 31st Oct., 1912. 813

NOTICE.

ST. ANDREW'S SOCIETY.

ANNUAL BALL.

OWING to unforeseen circumstances

the date of the Practice Dinner

have been altered to the following

date:—

THURSDAY, 14th instant.

WEDNESDAY, 20th

WEDNESDAY, 27th

A. D. POLLOCK,

Hon. Secretary.

Hongkong, 1st Nov. 1912. [816]

NORDDEUTSCHER LLOYD.

BREMEN.

NOTICE.

Fon KUDAT and SANDAKAN.

Taking Cargo at Through Rates to

Tawau, Lahad Datta, Labuan,

Jolo, Menado and Jesselton.

THE Steamship

"BORNEO."

Capt. F. Sembill, (Loading THURS-

DAY A.M.) will leave on WEDNES-

DAY, 6th November, at 9 A.M.

For Freight or Passage, apply to

NORDDEUTSCHER LLOYD,

MELOERS & CO.,

General Agents.

Hongkong, 8th Oct., 1912. [7]

NOTICE TO CONSIGNEES.

FROM SHANGHAI KOBE

AND MOJL.

THE Steamship

"DILWARA,"

having arrived from the above ports,

consignees of cargo are hereby informed

that their goods will be delivered from

alongside.

Cargo impending the discharge will

be landed at consignees' risk and ex-

pense into the hazardous and/or extra

hazardous Godowns of the Hongkong

and Kowloon Wharf and Godown

Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned

by the undersigned.

DAVID SARASON & CO., LD.,

Agents.

Hongkong, 31st Oct., 1912. [814]

DAIRY FARM NEWS.

DAIRY FED PORK

Charles Lamb in his dissertation on the PIG, was the first to tell us how the Chinese love their pig—dead and roasted; but it is not for us! We know that pig, and SOME of the things he is fed on—but not all!

Ah; but this is DAIRY FARM PIG, a dainty little fellow, fed on the fat of the land, DAIRY FARM MILK and all the good things in pigdom.

Is there any difference in Pork? Well, for goodness sake, where do you live? Buy it, try it, eat it, then you will KNOW. Cooked to a turn—the Chinese know how—and the "crackling"—UM.

Don't wait for Christmas, you may be dead before that—and so may the pig!

October 18, 1912.

HUMPHREY TAYLOR'S LIQUEURS

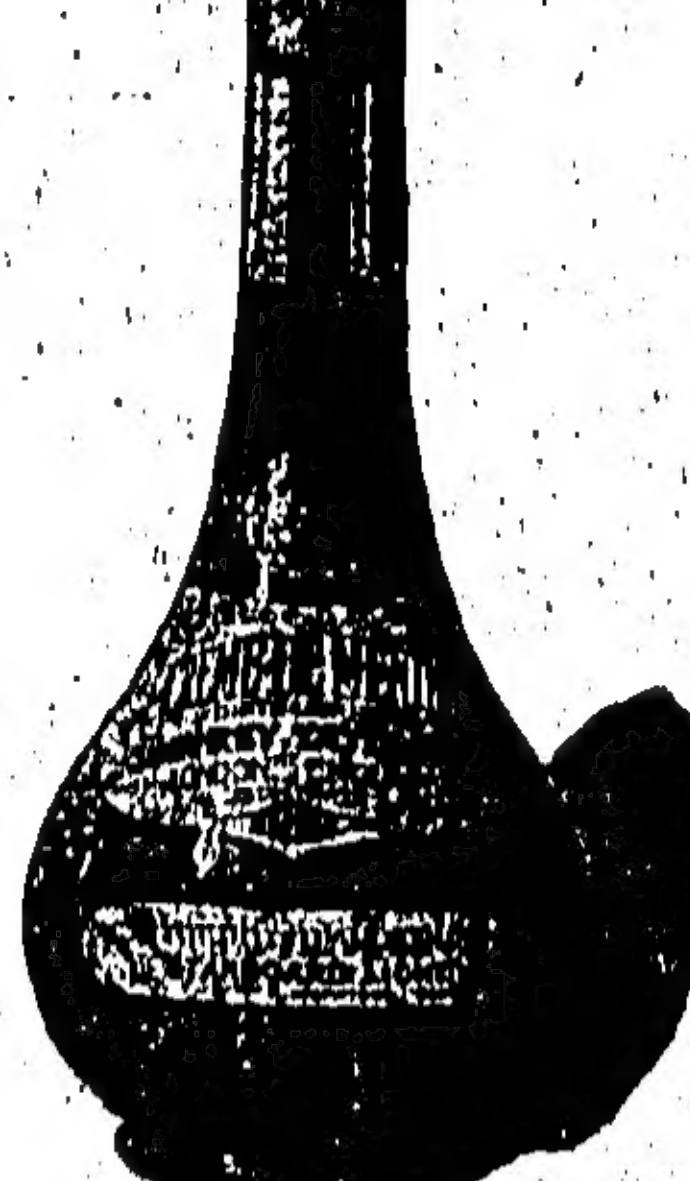


By Royal Warrant

to H.M.

of Appointment

King George V



GARNIER QUELCH & CO.

Tel. 080.

SOLE AGENTS.

WM. POWELL, LTD.

TELEPHONE 340.

HIGH CLASS GENTS' OUTFITTERS. CHANGE OF SEASONS.

White "VIVELLA" Underwear

Guaranteed Unshrinkable,

Warmth Without Weight,

Beautiful

Soft Non-irritable Garments.

"TANSAN"

THE KING OF MINERAL WATERS.

Our claim is that sparkling Tansan stands alone, being not only the most delicious and digestable but the most invigorating of all natural Mineral Waters.

"It Prolongs the Period Of Youth."

"It Extends the Span Of Life."

Per Case of 48 Half Bottles \$ 7.25

Dozen of Half Bottles \$ 1.85

Case of 100 Quarter Bottles \$ 9.25

Dozen of Quarter Bottles \$ 1.25

SOLE AGENTS

GANDE, PRICE & CO., LTD.

Wine Merchants.

12, Queen's Road Central, Hongkong.

HONGKONG

Telephone No. 185.

Hongkong, 1st November, 1912.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG-
SUBJECT TO ALTERATION

Destination.	Steamers and Displacement.	Sailing Dates.
--------------	-------------------------------	----------------

MARSEILLES,)

LONDON & ANT- WERP VIA SINGA- PORE, PENANG COLOMBO, SUME & PORT SAID ...	KITANO MARU, Capt. F. E. Cope, IYO MARU, Capt. R. Tokeda,	T. 10, '00 T. 12, 50	{ WEDNESDAY, No., at D'light { WEDNESDAY, Nov., at Daylight
--	--	-------------------------	--

VICTORIA, B.C., & SEATTLE via Mori, Kobe, Yokohama, & YANAGI,.....	YOKOHAMA MARU. Capt. K. Noda, T. 12,500 SINABA MARU. Capt. S. Tominaga, T. 12,500	{ THURSDAY, Nov., at Noon { TUESDAY, Nov., at Noon
--	--	---

SYDNEY & MEL-]

BOURNE, via
MANILA, Thurs-
day Island,
Townsville and
BRISBANE.....

NIKKO MARU.
Capt. M. Yagi,
T. 3,800 { FRIDAY, 22nd
 at Noon.

BOMBAY v. SINGA- } KAWACHI MARU, { MONDAY,
PORE & Colombo } Capt. A. Christenson, T. 6,000 { 11th November
CALCUTTA (v.)

SINGAPORE PEN- ANG & RANGO N.	HAKATA MARU Capt. H. Nomura, T. 12,500	SATURDAY, 2nd November.
KOBE & YOKO-	TANGO MARU,	THURSDAY.

YAMAGUCHI Capt. K. Kawara, T. 13,500 { Nov., at 11 A.M.

YANG HAI { JINSEN MARU,
& KOBE..... { Capt. M. Machida T. 5,000 { WEDNESDAY
30th November

HANGHAI, } ISANUKI MARU, { WEDNESDAY,
MOJI & KOBE } Capt. J. Teranaka, T. 12,500 { November.

YOKOHAMA ..	Capt. Noguchi	T. 5,000	MONDAY, November.
YOKOHAMA...	Capt. M. Winckler.	T. 9,300	WED'DAY, Nov. at Nagasaki

† Fitted with system of wireless telegraphy.

PASSENGER SEASON FOR 1913.
FOR EUROPE.

Steamer.	Tons displacement.	Leaving H. K.
Washington	10,000	Nov. 10

aga	Mari	12,500	20th January
tate	Mari	16,000	12th February
itachi	Mari	18,000	20th February
iyasaki	Mari	16,000	12th March.
...	26th March.

Mano	Mari	16,000	9th April.
Mano	Mari	12,500	28th April.
Mano	Mari	16,000	7th May.
Mano	Mari	18,500	31st May.

FOR AMERICA.

aba	Maru	12,500	11th February
Idzuoka	Maru	12,500	25th February
mba	Maru	12,500	11th March
ra	Maru	12,500	

do	Mari	12,500	28th March
Kohama	Mari	12,500	4th April.
Iba	Mari	12,500	22nd April.
Idzuoka	Mari	12,500	6th May.
			20th May.

(Subject to change without notice.)
T. KUSUMOTO, Manager.

LOG BOOK

The trial trip of the Monitor steamer Reims took place in September at Sunderland. This vessel has been built for Messrs. Fearley and Eger, of Christiania, and is the second vessel of the same type which these owners have taken delivery of. She has been constructed by Messrs. Osbourne, Graham & Co., of Hylton, Sunderland, with engines by Messrs. George Clark, Ltd., of Sunderland. Her dimensions are 279ft. by 39ft. 10in. by 20ft. 7½in., with engines 204, 33, 54, by 36in. stroke. The trial was satisfactory in every way. With a deadweight on board of 3,282 tons a speed of nearly 10 knots was attained. The vessel generally gave the same results as those obtained in the steamer Monitoria, the first vessel built to the corrugated design. It may be noted that this is the fourth Monitor vessel now afloat. Two more are being built by Messrs. Osbourne, Graham & Co., and other, of about 3,300 tons deadweight, is being built at Fredrikstad, Norway. This is the first vessel of this type to be built in another country.

B.I. Skipper's Case.
An application has been made at Langoon to withdraw the case against Captain A. R. W. Handcock, master of the B.I. steamer Arankola, who it was alleged in a plaint submitted to the district magistrate came on August 13 into Langoon harbour without a pilot, and offence under section 31, India Pilot Act of 1908. The matter was ordered to be put before the district magistrate when he resumed duty.

P. and O. s.s. Arabia.
The P. and O. Company have issued the following notification: The "Arabia" only suffered slight damage in the accident in the Phames and proceeded after such minor repairs as were necessary had been effected. She will leave Marseilles on Saturday, 10th instant, and may be expected to arrive in Bombay up to time on Friday, November 1

Record Boat-Lowering.
What would appear to be a record in rapid lowering of boats, says a correspondent of the "Ringoon Gazette," was made on the steamer Rajput of the Asiatic Steam Navigation Company a few days ago, when as an exhibition the commanding officer gave the distress signal on board and had all the crew stationed at their respective boats and had six boats lowered in sixty-five seconds. If this practice were universal, there need be no loss of life through slowness or delay in lowering the boats when occasion arises.

Fire on Spanish Mail Steamer.
A telegram has been received that a fire had broken out in the hold of the outward Spanish mail steamer "Legaspi" and that it was speedily extinguished. The "Legaspi" is on her maiden trip to Singapore, says the "Free Press," and as the telegram was dispatched from Barcelona the supposition is that the fire broke out on the voyage from Liverpool to Barcelona. The fire will not, however, interfere with her itinerary, and she is due to arrive in the 2nd November on her way to Ilo-Ilo and Manila.

Dredging at Dalny.
Dredging operations on a three years' programme of West (Main) Quay, Dalny, together with that of the water-area inside the north-western Breakwater now in course of construction, has just been sanctioned by the Kwangtung Government. According to the plan prepared by the M.R. Harbour Works Office, West Quay will be dredged to the depth of 24-30ft. at low water, and the above-mentioned water-area to the depth of 20-30ft. to

extent of 22,000 tons, — Manchuria Daily News." —
The Manchuria's Silk Freight.
The keen competition for trans-
-Pacific freights following on the
reference, has led to a reduction
over 60 percent on the overland
freight of the silk which left
Manchuria by the P.M. steamer
Manchuria. It was expected, says
Shipping and Engineering,
that greater reductions would
be made by the Blue Funnel steam-
er and the T.T.K. steamer
to Man which were due to
Manchuria on October 10.

From Hongkong calling at Shanghai, Nagasaki, Kobe (Via Inland Sea), Yokohama and Honiululi (The Paradise of the Pacific). Through Service via New York to Europe.

SOME FEATURES OF SERVICE.
LIGHTS AND FANS Individual Electric Reading Light in each berth and Electric Fan in each
 Stateroom under passenger's control.
SWIMMING TANK Is installed on deck for entertainment.

BAND Filipino string Band Concerts each afternoon and evening and also during Tiki and Dinner.
CUISINE The Cuisine is under the direct supervision of one of the world's most famous caterers.
GAAMES AND AMUSEMENTS Deck Games, such as Quoits, Shuffle board and all kinds of gymnastic sports, are arranged during the voyage, as well as indoor amusements, such as musical entertainments. Dances and Masquerade Balls on deck are also arranged to while away the time.
WIRELESS AND SUBMARINE SIGNAL SERVICE The most powerful Wireless Telegraph apparatus is installed on all steamers, and Submarine Signal Service is used as an additional

WHEELS Are fitted to therhips to prevent rolling at sea, thus ensuring steadiness and constant comfort.

THE COST Is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £100, including berth and meals across America. To San Francisco via Japan and Ispahan the cost is £141. For the **INTERMEDIATE SERVICE** First Class accommodations are provided for £41 to London (return ticket £81) and to San Francisco £101. **SPECIAL RATES** are offered to the following:

Steamers:	Tons	Starting	Nov. 12th, at	1 p.m.
* Perla	9,000	"	Nov. 12th, at	1 p.m.
Korea	18,000	"	Nov. 19th, at	1 p.m.
Siberia	18,000	"	Dec. 3rd, at	1 p.m.
* China	10,200	"	Dec. 10th, at	1 p.m.

Manchuria.....	27,000	"	"	Dec. 17th, at 1 p.m.
" Nile	11,000	"	"	Dec. 81st, at 1 p.m.

Passengers holding through Tickets have the privilege of travelling by train between Kobe and Yokohama, free of charge.

* Intermediate Steamers.

LET US PLAN AN ITINERARY FOR YOU

Hongkong, 6th September, 1912. Agent,
 Panama-Pacific International Exposition San Francisco-1915.

WING KEE & CO. MEE CHEUNG.
47-49, Coansught Rd. ART PHOTOGRAPHER

HONGKONG.
TELEPHONE NO. 1013.

PROVISION & COAL
MERCHANTS **DEVELOPING, PAINTING & REPAIRING**

Chicago, 28th May, 1921. Chicago, 28th May, 1921. Chicago, 28th May, 1921.

100

Shipping

HAMBURG-AMERIKA
LINIE.IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."EAST ASIATIC SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,

Marseilles, Havre, Bremen and Hamburg and New York.

Taking Cargo at Through rates in all European, North American and British Ports, also Trieste,
Lisbon, Oporto, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and
Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For: Hongkong, Kobe & Yokohama	For: Havre & Hamburg
S.S. LIBERIA.....15th Nov.	S.S. ARCADIA.....15th Nov.
" ALEXIA.....18th Nov.	For Marseilles & Hamburg
" SAMBIA.....5th Dec.	S.S. SENEGAMBIA.....10th Nov.
" ARMENIA.....12th Dec.	For Havre, Bremen & Hamburg
" BRIGAVIA.....3rd Jan.	S.S. SCANDIA.....15th Nov.
" SILESTIA.....10th Jan.	For Bremen, Hamburg & Antwerp
" O. J. D. ALBIS.....25th Jan.	S.S. SITIONIA.....22nd Nov.
" SIEVIA.....10th Feb.	For Havre, Rotterdam & Hamburg
For further particulars apply to	S.S. BAYERN.....27th Nov.

Hamburg-Amerika Linie,
Hankow Office.BRITISH INDIA S. N.
CO., LTD.NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
Kobe, Hongkong and Rangoon.

EASTWARD.

The S.S. "LAWADA," 3,261 tons, Captain C. H. Lane, will be
despatched for YOKOHAMA and KOBÉ on the 10th November, at Noon,
to be followed on the 21st November, by S.S. "OKARA," Captain Evans,
taking Cargo and Passengers at current rates.For Freight or Passage apply to
JARDINE, MATHESON & CO., LTD.,
AGENTS.
Telephone No. 216.
Hongkong, 29th October, 1912.

LOG BOOK.

The Osaka Shosen Kaisha and
the Bombay Trade.

The O.S.K. has made an offer to the Spinning Guild to undertake the transportation of Bombay cotton. The Spinning Guild, having a contract with the N.Y.K. for the transportation of Indian cotton, the O.S.K. has notified the N.Y.K. of the proposal, and is now awaiting a reply. Previous to making this proposal to the Spinning Guild, the Company spent a long time making investigations and the result is considered promising. While the N.Y.K. has the Bombay line and the Australian line, not to mention the lines to Europe and America, the O.S.K. only has the American line, and the Company has long been making efforts to find some other foreign field. The proposal which has now been made to the Spinning Guild shows that the O.S.K. is satisfied that the time has arrived for an extension of its services. It is understood that the O.S.K. has firmly determined to start this new business. It is not considered likely that the N.Y.K. will reject the offer, but as the Company has an understanding with foreign companies interested in the line, it may have some trouble in negotiating matters with the O.S.K. However, just now the are not enough vessels on the line and the Spinning Guild will doubtless welcome the proposal. As a matter of course, the Spinning Guild cannot rely on the O.S.K. alone for the transportation of cotton from Bombay, and will therefore have to keep in with the N.Y.K. and others. Therefore says the "Kobe Herald," it is probable that the Spinning Guild will accept the proposal on condition that the O.S.K. enter into an agreement with the N.Y.K. on the question. It is considered likely that the N.Y.K. and the O.S.K. will come to an understanding to put some additional ships on the line and work it conjointly.

At the half-yearly meeting of the Siam Steam Navigation Co., Ltd., held at the offices of the East Asiatic Co., Ltd., Bangkok, the directors submitted the following report:

Your directors beg to submit to you the eight half-yearly balance sheet of your company showing a net profit of Ticals 70,382.41, including the balance of Ticals 2,987.98 from the preceding half, whereof it is proposed to utilize Ticals 64,881.17—being 15 per cent. per annum on the cost value

of the steamers, 10 per cent. per annum of the launches, junks, etc., and the amount of bad debts as depreciation, leaving Ticals 5,841.24 to be carried forward to next half-year. During the past half-year we on the west coast had to cope with a strong competition from the Straits Steamship Co., Ltd., of Singapore, without which competition we should have been able to propose the usual half-yearly dividend. The competition stopped at the end of June, an agreement having been reached under which the Straits Steamship Co., Ltd., and your company will co-operate on the southern part of the west coast where they for years have been competing, and not interfere in each other's old spheres of interest.

Captain Rowe, R.O.A., Capt. R. H. Rowe, Royal Garrison Artillery, who has been home on leave, left Liverpool on September 25 to resume surveying duty in Southern Nigeria. The officers accompanying him are Lieut. G. G. Waterhouse, Royal Engineers; Lieut. J. Bare, Royal North Lancashire Regiment; and Lieut. G. H. Bell, South Lancashire Regiment.

To Sail

FOR SHANGHAI, KOBE
AND MOJI.

THE Steamship
"JAPAN,"
Capt. L. Y. Archdeacon, will be despatched for the above ports on FRIDAY, the 8th inst., at 1 p.m.
The Steamer has an extra accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.
Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$20.
For Freight or Passage, apply to
DAVID SASSOON & CO., LTD.,
Agents.
Hongkong, 3th Oct., 1912. [809]

NORDEUTSCHER LLOYD,
BREMER.IMPERIAL GERMAN MAIL
LINE.FOR MANILA, YAP, MARONN,
FRIEDRICH, WILHELM,
HAFFER, RABAU, BRISBANE
& SYDNEY.

THE Steamship
"COBLENZ,"
Capt. J. Klugkötter, will leave for the above places on SATURDAY, the 2nd November, at 5 p.m.
For Freight or Passage, apply to
NORDEUTSCHER LLOYD,
MELBORNE & CO.,
General Agents.
Hongkong, 31st Oct., 1912.

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London and Antwerp	Flintshire	J. M. & Co.	20 November
London via Usual Ports of Call	India	P. & O. Co.	9 November
London and Antwerp via Singapore, &c.	Nyanza	P. & O. Co.	13 Nov., about
Havre and Hamburg	Areadia	H. A. L.	3 November
Havre, Bremen and Hamburg, &c.	Scandiu	H. A. L.	20 November
Dremen, Hamburg and Antwerp, &c.	Sithonia	H. A. L.	22 November
Marseilles and Hamburg	Senegambia	H. A. L.	4 November
Marseilles, London & Antwerp via Singapore, &c.	Kitano Maru	N. Y. K.	6 Nov., daylight
Cape Ports via Mauritius	Dunoric	Bank Line	Begin, January
Rotterdam and Antwerp	Gloufarg	S. T. & Co.	8 November
Rotterdam and Hamburg, &c.	Aragonia	H. A. L.	5 December
Trieste via Singapore, Penang & Colombo, &c.	Bohemian	S. W. & Co.	19 November
Naples, Genoa, Algiers, Gibraltar, Southampton	P. E. Friedrich	M. & Co.	13 November

New York, San Francisco and Canada.

Boston and New York via Suez Canal	City of Baroda	Bank Line	25 Nov., about
Baltimore and New York	Saint Patrick	D. & Co.	14 Nov., about
Baltimore and New York via Suez Canal	Indrakula	J. M. & Co.	5 Nov., about
San Francisco via Japan, &c.	Persia	P. M. Co.	12 November
San Francisco via Shanghai and Japan, &c.	Tonyo Maru	T. K. K.	5 November
San Francisco via Keelung and Japan, &c.	Korea	O. S. K.	10 November
Victoria, B.C., and Tacoma via Keelung, &c.	Mexico Maru	O. S. K.	12 November
Vancouver, B.C., and Seattle via Shanghai, &c.	Yokohama Maru	O. S. K.	5 November
Vancouver, &c.	Monteagle	C. P. R. Co.	14 December
Vancouver via Shanghai and Japan, &c.	Lord Curzon	Bank Line	20 November
Mexico, Peruvian and Chili via Japan	Empress of Japan	C. P. R. Co.	16 November
	Hongkong Maru	T. K. K.	3 December

Australia.

Australian Ports	Eastern	G. L. & Co.	9 November
do do	Nikko Maru	N. Y. K.	22 November
Australian Ports via Manila	Coblenz	M. & Co.	2 November

Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, &c.	Tjitaroom	J. C. J. L.	Quick despatch
Kudat and Sandakan	Borneo	M. & Co.	Middle November
Bombay via Singapore and Colombo	Hakata Maru	N. Y. K.	2 November
do do do	Kawachi Maru	N. Y. K.	11 November
Singapore and Sourabaya	Fausang	D. S. & Co.	4 November
Singapore, Penang and Calcutta	Dilwara	J. M. & Co.	2 November
do do do	Kamsang	D. & Co.	7 Nov., about
Singapore, Batavia, Samarang and Sourabaya	Lawada	J. M. & Co.	10 November
do do do	Tjiliwong	J. C. J. L.	Quick despatch
do do do	Aloshi	H. A. L.	19 November
Japan, &c.	Prinz Sigismund	M. & Co.	12 Nov., about
Kobe and Yokohama	Tango Maru	N. Y. K.	7 November
do do do	Kumano Maru	N. Y. K.	20 November
Nagasaki, Kobe and Yokohama	Sosha Maru	O. S. K.	13 November
Anping and Toka via Swatow and Amoy	Cheongshing	J. M. & Co.	8 November
Kwantung-chow-wang and Haiphong	Si-Kiang	M. M. Co.	6 November
Swatow	Haiman	D. L. & Co.	8 November
Swatow, Amoy and Foochow	Haiching	D. L. & Co.	8 November
do do do	Huitan	O. S. K.	3 November
Panama via Swatow and Amoy	Daigi Maru	O. S. K.	6 November
do do do	Kaijo Maru	J. M. & Co.	2 November
Manila	Loongsang	J. M. & Co.	9 November
do do do	Yuen-sang	B. & S.	5 November
Manila, Cebu and Iloilo	Thuning	S. T. & Co.	7 November
Manila, Manzanilla, Iloilo and Cebu	Rubi	S. T. & Co.	16 November
do do do do	Zafiro	M. & Co.	13 Nov., about
Shanghai, Tientsin, Kobe and Yokohama	Princess Alice	N. Y. K.	6 November
Shanghai, Moji and Kobe	Sagami Maru	D. S. & Co.	5 November
Shanghai, Kobe and Moji	Namsang	J. M. & Co.	11 November
do do do	Amirshion	M. M. Co.	4 November
Shanghai, Kobe and Yokohama	Liberia	H. A. L.	13 November
do do do do	Kirin Maru	N. Y. K.	11 November
Shanghai and Japan	Ceylon	A. N. & Co.	17 November
do do do do	Bohemian	S. W. & Co.	4 November
do do do do	Tjilatjap	J. C. J. L.	Quick despatch
do do do do	Tjibodas	J. C. J. L.	Quick despatch
do do do do	Assaye	P. & O. Co.	7 Nov., about
do do do do	Hangsang	J. M. & Co.	2 November
do do do do	Chinqua	B. & S.	7 November

To Sail

FOR CALCUTTA, PENANG
AND SINGAPORE.(Taking cargo on Through Bills of
Lading to Rangoon, Madras, and
Mauritius).

THE Steamship
"DILWARA,"
Capt. W. J. Bishop, will be despatched
on above on MONDAY, the 4th Nov.,
at 1 p.m.
DAVID SASSOON & CO., LTD.,
Agents.
Hongkong, 29th Oct., 1912. [804]

FOR SHANGHAI, KOBE
AND MOJI.

THE Steamship
"JELUNGA,"
Capt. D. MacFadyen, will be despatched for the above ports on MONDAY, the 4th Nov., 10 a.m.
The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.
Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$120.
For Freight or Passage apply to
DAVID SASSOON & CO., LTD.,
Agents.
Hongkong, 31st Oct., 1912. [805]

To Sail

Regular Steamship Service

With liberty to call at the
Malabar Coast.
"ADROPOD" SAILED FROM HONGKONG.

FOR BALTIMORE AND
NEW YORK.
S.S. "SAINT" on or about 14th
PATRICK" November.

For Freight and further information,
apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, 16th Oct., 1912. [788]

AMERICAN & MANCHURIAN
LINE.

(Bucknall Steamship Lines, Ltd.)

FOR BOSTON AND NEW YORK
via SUEZ CANAL.
(With liberty to call at the Malabar
Coast.)

THE Steamship
"CITY OF BARODA,"
Capt. Houghton, will be despatched
from this port on or about MONDAY,
the 7th November.

For Freight and further particulars
apply to
THE BANK LINE, LTD.,
General Agents.
Hongkong, 16th Oct., 1912. [789]

To Sail

THE "INDRA" LINE,
LIMITED.FOR BALTIMORE AND NEW YORK
via SUEZ CANAL.

(With liberty to call at the Malabar
Coast.)
THE Steamship
"INDRAKULA,"
Capt. A. H. Smith, will be despatched
on above about 6th prox.

This steamer has superior accommodation for a limited number of first class passengers. Fare to Baltimore or New York \$35.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., LTD.,
Agents.
Hongkong, 16th Oct., 1912. [787]

THE NANTYO YUSEN KUMI.

(Booth & Co. S.S. Co.)
FOR SINGAPORE, BATAVIA,
SAMARANG & SOURABAYA.

S.S. "BANBI MARU"
will be despatched for the above Ports
on or about 17th November.

For Freight and further particulars
apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, 16th Oct., 1912. [790]

MOVEMENTS OF
STEAMERS.

VESSELS ADVERTISED TO

DEPART TO-MORROW.

For	Vessel
Straits	Kamsang
Japan	Ariake-maru
Batavia	Tijpana
Philippines	Loongsang
Macao	Sai Tai
Australia	Coblenz
Shanghai	Linau
Shanghai	Nile (P. & O.)
Singapore	Hakata-maru

VESSELS ADVERTISED TO

ARRIVE TO-MORROW.

From	Vessel
Shanghai	Persia

AMERICAN MAIL.

The P. M. S. S. Co.'s s.s. Sierra
left San Francisco for Hongkong via
Honolulu, the Japan ports, Shanghai
and Manila, on Saturday, the 20th
ult.

The T. K. K. s.s. Nippon Maru
left Hongkong for San Francisco on
Tuesday, the 29th October.

The T. K. K. s.s. Shinyo Maru left
Honolulu for Yokohama on the 26th
October, where she is due on the 5th
November.

The T. K. K. s.s. Chiyo Maru left
Honolulu for San Francisco on the
29th October, where she is due on the
4th November.

The P. M. S. S. Co.'s s.s. Persia
will be due at Hongkong on Saturday,
the 2nd inst., between 8 and 9 a.m.

The P. M. S. S. Co.'s s.s. Korea
quitting the American Mail leaves
Yokohama for Hongkong via Shanghai
on Wednesday, the 30th October,
between 8 and 10 a.m.

The P. M. S. S. Co.'s s.s. Manchuria
arrived at San Francisco on Tuesday,
the 29th October.

CANADIAN MAIL.

The C. P. R. Co.'s s.s. Montegle
which left here on the 6th October,
arrived at Vancouver, B.C., on Sunday,
the 27th October, at 6 p.m.

The C. P. R. Co.'s s.s. Empress of
Japan arrived at Yokohama on Thurs-
day, the 31st October, at 11 a.m., and
left again at 8 p.m., same day for Kobe
where she is due to arrive on Friday,
the 1st at 8 p.m.

AUSTRALIAN MAIL.

The I. G. M. s.s. Prinz Sigismund
left Sydney on Saturday, the 13th ult.,
at 11 a.m., and may be expected here
on or about Monday, the 11th inst.

The E. & A. s.s. Empire left Sydney
for this port (via Queensland ports and
Manila) on October 29th.

MERCHANT STEAMERS.

The Barber Line s.s. Wray Castle
sailed from New York on the 18th
August, for Hongkong via the Straits.

The Bank Line s.s. Polaris sailed
from New York on the American and
Oriental Line service for Far Eastern
ports via Suez Canal on the 6th ult.

The s.s. Glenesk passed the Suez
Canal on Tuesday, the 15th ult., for
Hongkong via Straits.

The s.s. Saugheon left Rangoon on
the 30th ult., for Hongkong via
Penang and Singapore and is expected
to arrive here on the 11th inst.

The H. A. L. s.s. Areolia left
Shanghai on the 31st ult., p.m., and
may be expected here on or about the
4th inst., a.m.

The Mogul Line s.s. Lorat sailed
from the United Kingdom on the 26th
October for the Far East via the
Straits.

The A. N. s.s. Bohemia left Singa-
pore for this port on the 29th October,
and will arrive here on the 3rd inst.,
daylight.

The s.s. Kermont Castle sailed from
New York left Penang on the 26th
ult., and is expected to arrive here on
the 3rd inst.

The I. G. S. N. Co.'s s.s. Onang,
from Chibuntao, is due at Hongkong
on the 3rd inst., and leaves for Chibun-
tao on the 18th inst.

The I. G. S. N. Co.'s s.s. Chuan-
sang, from Java, is due at Hongkong
on the 8th inst.

The I. G. S. N. Co.'s s.s. Yatsing,
from Calcutta, is due at Hongkong on
the 11th inst., and leaves for Japan
on the 14th inst.

The Shire Line s.s. Denbighshire,
from London, is due at Hongkong on
the 7th inst., having left Singapore on
the 29th ult.

The B. I. S. N. Co.'s s.s. Lawada,
from Rangoon, via Singapore is due
at Hongkong on the 8th inst., and
leaves for Japan on the 10th inst.

The T. K. K. s.s. Hongkong Maru
arrived at Yokohama from Honolulu
on the 30th October, and is expected
in Hongkong on the 13th November.

The T. K. K. s.s. Kiyo Maru left
Yokohama for Iquique on the 29th
October where she is due on the 2nd
November.

The T. K. K. s.s. Duyo Maru
arrives at Honolulu from Yokohama
on the 4th November, and leaves the
same day for Manzanillo.

The s.s. Japan from Calcutta left
Singapore on Tuesday afternoon,
and may be expected here on or about
the 3rd November.

VESSELS IN PORT.

STEAMERS.

Aikoku Maru, Jap. s.s., 2,644, T.
Yoshitara, 28th Oct.—Moji
22nd Oct. Coal—M. B. K.

Borneo, Ger. s.s., 2,168, F. Sembill,
30th Oct.—Sundakna 5th
Oct., Timber, etc.—M. & Co.

Fausang, Br. s.s., 1,460, H. S. Mak-
kin, 27th Oct.—Tegal 16th
Oct., Sugar—J. M. & Co.

Hooshing, Br. s.s., 1,428, W. D.
Welch, 25th Oct.—Guanyan
24th Sept., Gen.—Eng Hok
Fong.

Germalia, Ger. s.s., 1,714, A. Hansen,
31st Oct.—Samarang 20th
Oct., Sugar—J. M. & Co.

Holmdal, Nor. s.s., 782, T. A.
Johnson, 27th Oct.—Java
17th Oct., Gen.—T. & Co.

Japan, Swed. s.s., 3,262, C. A. Paul-
son, 26th Oct.—Moji 20th
Oct., Coal—A. Nilsson.

Jelunga, Br. s.s., 3,808, D. Macfadyen,
30th Oct.—Calcutta 14th
Oct., Gen.—D. Macfadyen &
Co.

Kalgan, Br. s.s., 1,413, D. R. Davies,
26th Oct.—Canton 21st Oct.,
Rice—B. & S.

Kasuga, Jap. s.s., 7,700, K. Ma-
chida, 30th Oct.—Amoy 29th
Oct.

Kumang, Br. s.s., 3,077, F. Wheeler,
26th Oct.—Moji 20th Oct.,
Gen.—J. M. & Co.

Laertes, Br. s.s., 1,840, Page, 28th
Oct.—Salgon 17th Oct.,
Gen.—Wo Fat Sing.

Loong Sang, Br. s.s., 1,098, Leok,
30th Oct.—Manila 26th
Oct., Gen.—J. M. & Co.

Michael Jensen, Ger. s.s., 951, J.
Peterson, 18th Oct.—Hal-
phong and Hoihow 18th
Oct., Gen.—J. & Co.

Minnesota, Am. s.s., 15,383, T. W.
Garlick, 22nd Oct.—Seattle
18th Sept. and Manila 20th
Oct., Gen.—N. Y. K.

Pitaneok, Ger. s.s., 3,001, D. Ba-
mer, 29th Oct.—Bangkok
and Swatow Rice—B. & S.

Rubi, Am. s.s., 2,707, J. Miller, 26th
Oct.—Manila, P.I. 26th Oct.,
Gen.—S. T. & Co.

Santa, Ger. s.s., 992, Jensen, 25th
Oct.—Bangkok and Swatow
28th Oct., Gen.—Chinese.

Tonyo Maru, Jap. s.s., 7,268, W. C. T.
S. Filmer, 27th Oct.—San
Francisco 27th Sept., Mail
and Gen.—T. K. K.

Tijpana, Dut. s.s., 2,886, S. Olden

HOTEL LISTS.

Hotel	Hotel
Abdalla, F.	McKenney, Dr. C.
Barber, A. T.	W. & Mrs.
Barber, E. B.	Mead, R. D.
Barton, C. P.	Matta, K. B.
Beaumont, G. A.	Moller, E.
Ball, C. D. J.	Mersch, J.
Bena, G. L.	Melton, C. B.
Blaich, Mr. and	Meyer, Mrs. H.
Mrs. N. P.	Mickle, D. M.
Br. Mrs. C. S.	Mitchell, Mr. E. V.
Brill, Dr.	and child
Burns, Mrs. F.	Mulder, Mr. and
Buchner, O.	Mrs. J. D. F.
Campbell, Lady	Morley, J.
Chock, M. A.	Nottingham, Capt.
Claxton, A. A.	and Mrs. F. D.
Cokely, T. J.	Ormliston, J.
Cooper, W. A. J.	Palmer, L.
Crocker, Miss	Patterson, Mr.
Crozier, Mrs. L. H.	Patterson, Mrs.
Curry, G. P.	Randall, Dr. L. F.
Davis, O. H.	Ratillon, Dr.
Defer, O.	Ray, E. H.
D'Unger, V.	Reay, Miss F.
Douglas, Mrs. R. H.	Reich, Chas.
Drew, W. C.	Reichenbaum, S. S.
Edwards, J. E.	Reichenbaum, R. T.
Ehrenfeld, Mr. and	Reichenbaum, M.
Mrs. H. C.	and Mrs.
Fairbairn, C. J.	Schmo, W.
Farley, W. A.	Solomon, H. H.
Finlayson, Mrs. C.	Spier, J.
Finlayson, B. G.	Sullivan, P. G.
Forster, E. A. S.	Stanton, C. D.
Frederick, Dr.	Stanton, E. L.
Frank, Mr.	Stanton, B.
Mrs. J. S. N.	Stanton, Mrs.
French, Mrs. and child	Stevens, O. A.
Fuller, Donatus	Sutherland, P. D.
George, Mr. & Mrs.	Square, Miss
F. J.	Taylor, Mrs. H.
George, Miss	Taylor, Mrs. W. S.
Gordon, A. G.	Thackray, J. A.
Gough, Capt. O. A.	Tuberton, Mr.
Guthrie, V. H.	H.
Gonda, Mr. & Mrs. J.	Vanderino, Mr. &
G. & Mrs. I.	Mrs. T. N.
Guinness, D. M. O.	Vermell, G.
Guinness, R. J.	Vollert, E.
Guinness, R. J.	Volz, Mr. & Mrs. E.
Hall, Capt. T. P.	Waterson, Mr.
Hannibal, Mr. and	Waterson, Mr.
Mrs. W. A.	Mrs. F. T. P.
Harbord, W. T.	Watkins, H.
Harwood, Mrs. J.	Waterman, J. J.
H. T.	Watson, L.
Hirt, M. & M.	Webb, Mr. & Mrs.
Hoppe, B.	B.
Hough, Dr. S.	Welsh, Capt. W.
Inner, Capt. R.	D.
Johnston, Mr. and	Wetherell, Capt.
Mrs. J.	W. doo
Kantor, S.	Whitman, D. M.
Kubitz, Dr.	Whitely, Miss F.
Lausing, Mrs. G.	White, Mr. & M.
B. I. H.	H. I. H.
Lynd, G. T.	Whithead, Mr. &
MacGregor, N. C.	Mrs.
Mackenzie, A.	Withington, Mr.
Mackay, E. L.	and Mrs. J. W.
Madden, J.	Whitman, G. A.
Martins, Dr. O.	Wood, G. O.
McIntyre, Mr. & Wood, Mr. and	Mrs. P. R.
M. & Mrs. P. R.	Pathos, Mrs. R. Wright, Mr. and
Pathos, Mrs. R. Wright, Mr. and	Mrs. J. P.
T. & child	Mrs. J. P.
McGrath, Mr. and Young, J. A.	Mrs. R. A.

HOTEL LISTS.

Hotel	Hotel
Abrahamson, G.	Lee, Mr. & Mrs.
Aumen, A. I.	E. F.
Auld, J. B.	Leitch, V.
Bot, L.	Marlow, Mr. and
Brooks, R. E.	Mrs. E. R.
Brown, Mr. & Mrs. Marshall, G. W.	Moore, Mrs. S.
P. D.	Munro, Mr. and
Ryner, J. D.	Mrs. C.
Chen, H. V.	Musco, F.
Chopord, F. A.	Nichols, J. T.
Cowan, W. F.	Plank, Mr. & Mrs.
Croft, Mr. J. L.	Plank, Mr. & Mrs.
Curtis, Mrs. J.	H.
Dazio, W.	Rozaria, L. F.
Fania, Dr. L. F.	Scott, J. A.
Gilley, J. L.	Scott, James
Gill, J. S.	Sohr, Mrs. A.
Golden, J.	Town, John, Mr.
Grand, J.	Turner, Mr. & M.
Hayward, J. S.	Will, Miss E.
Karles, Y.	Woodward
Lepoque, P. A.	Young, S. C.
Lusselle, Jean	

HOTEL LISTS.

Hotel	Hotel
Anderson, A. D.	Mansey, M.
Aoki, T.	May, G. H.
Aron, P.	Myatone, K.
Bies, Mrs. and	McHugh, Mr. and
child	Mrs. F. E.
Crosse, Lieut.	Nichols, J.
Donaldson, W. A.	Miyakami, K.
Evans, Mrs. and	M. & Mrs.
child	J. H. N.
Living	Murray, M. F.
Finch, Mr. & Mrs.	Naka, Mrs. F.
Grimble, Geo.	Pasmore, Capt.
Hansen, Mr. & Mrs.	Mrs.
J. E.	Ramsay, Mrs. B.
Hunter, H.	Santiago, A. P.
Hyde, F. H.	Sanders, M. & F.
Kamp, Mr. & Mrs.	Selenak, Mr. and
A. N.	Mrs.
Kerchoven, C. H.	Silves, Dr. A.
W.	Spry, H.
Laith, Mr. & Mrs.	Mrs. Allan B.
Laith, Mr. & Mrs.	and child
Laith, Mr. & Mrs.	Swinton, Mr. &
Laith, Mr. & Mrs.	Mrs. W. A.
Laith, Mr. & Mrs.	Taylor, H. B.
Laith, Mr. & Mrs.	Taylor, Comdr. B.
Laith, Mr. & Mrs.	Walker, D.
Laith, Mr. & Mrs.	White, F. W.

Consignees.

NOTICE TO CONSIGNEES
FROM CALCUTTA, PENANG
AND SINGAPORE.

THE Steamship

"JELUNGA,"
having arrived from the above ports,
consignees of cargo are hereby informed
that their goods will be delivered from
alongside.

Cargo impeding the discharge will
be landed at once, at consignees' risk
and expense.

Cargo remaining on board after 2
p.m. of the 1st prox., will be landed at
consignees' risk and expense.

Consignees of Cargo from SINGA-
PORE & PENANG are requested to take
IMMEDIATE delivery of their
goods from alongside, such cargo impeding
the discharge of the vessel will be
landed and stored at consignees' risk and
expense.

No Fire Insurance has been effected.
Bills of Lading will be countersigned
by the undersigned.

DAVID SASSOON & CO., LTD.
Agents.
Hongkong, 31st Oct., 1912. [812]

NORDEUTSCHER LLOYD,
BREMEN.IMPERIAL GERMAN MAIL
LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"YORCK,"
having arrived, Consignees of Cargo are
hereby informed that their goods, with
the exception of Opium, Treasure and
Valuables, are being landed and stored
at their risk into the hazardous and/or
extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown
Company, Limited, Kowloon, and
West Point Godowns, whence delivery
may be obtained.

Optional Cargo will be forwarded on
unless intimation is received from the
Consignees before noon to-day request-
ing it to be landed here.

No claims will be admitted after the
Goods have left the Godowns, and all
goods remaining undelivered after the
6th of Nov., will be subject to rent.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
6th of Nov., at 9.30 a.m.

All claims must reach us before the
18th of November, 1912, or they will
not be recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned
by the undersigned.

NORDEUTSCHER LLOYD.
MELBOURNE & CO.,
General Agents.
Hongkong, 30th Oct., 1912. [812]

TOYO KISEN KAISHA.
S.S. "TENYO MARU."

FROM SAN FRANCISCO, via
HONOLULU JAPAN PORTS
and MANILA.

The above-named steamer having
arrived, Consignees of Cargo are
hereby notified to send in their Bills of
Lading for countersignature, and to
take immediate delivery of Cargo from
alongside.

Cargo remaining undelivered on
MONDAY, 26th October, at 5 p.m.,
will be landed at Consignees' risk and
expense and delivery must then be taken
from Company's Godown.

No Fire Insurance whatever will be
effected.

No claim will be recognized after
the Goods have left the Steamer or
Godown, and all Goods remaining
undelivered on MONDAY, 4th Nov.,
at 5 p.m., will be subject to rent and
landing charges.

All chafed and otherwise damaged
Cargo to be left on board or godown
and examination of same to be held on
TUESDAY, 5th Nov., at 8 p.m.

All claims must be filed on or before
11th November, otherwise they will not
be recognized.

S. MORIMOTO,
Agent.
Hongkong, 28th Oct., 1912. [812]

Bulgarian Monarch on the
Balkan Situation.

St. Petersburg, September 23.
—The "Bourse Gazette" pub-
lishes an interview with King
Nicolas of Montenegro which is
stated to have been revised by
him before publication. "I place
the interests of great Russia be-
fore those of little Montenegro,"
His Majesty is reported to have
said. "The desire expressed by
the Russian Government not to
break the peace of the Balkans
broken will be respected by Mon-
tenegro, notwithstanding that war
would at present be less ruinous
than peace. "I understand the
distrust of the Serbian people to-
wards the Turkish promises. If
I were a private individual, I
should be the first to take up arms,
but, as King, I bow to the wishes
of Russia."

MINNESOTA AFFRAY.

Conclusion of Yesterday's
Evidence.

Before Mr. C. D. Melbourne
yesterday afternoon, the case was
continued in which John Saxton
Dunn stands charged with the
murder of Robert Wangstrom, a
water tender on the s.s. Minnesota,
on the 23rd October.

Harold Maysent, third electri-
cian, continuing his evidence, said
that he followed the deceased.
He believed others followed but
he did not look round to see if
they continued. He followed
deceased to the place marked
three on the plan. Deceased had
caught up to the accused.

He saw the deceased strike the
accused on the back of the head
with his right fist. He had just
caught up to the accused and was
on the run. He struck the ac-
cused on the back of the head.

Witness was about thirty-five
feet away from the accused and
the accused fell forward as
though he was dazed and when
he returned he received another
blow on the side of the face. De-
ceased delivered that blow also.

He (witness) thought the blow
was delivered on the left side of
the face. The two men blocked
up the gateway and he could
not see any more. The only
signs of a struggle he saw were
the motions of the two men
swinging to and fro. He caught
hold of the deceased and pushed
him away. Deceased's hands
were loose. He caught deceased
by the shirt front and the back.
He separated them. He did not
notice if they had hold of each
other; everything was done so
quickly.

"All there was to it."
He had told of all he had seen.
That was "all there was to it."
He could not say if there
was sufficient time for five
stabs to be delivered; he did
not know how long it would
take to do that. He did not
want to make any statements he
could not stand by. It was
impossible for him to say if there
was sufficient time for the accused
to inflict five stabs on the de-
ceased in the time they were together
before being separated by him.

They were together as long as it
would take him to cover the
distance separating him from the
men when the deceased caught up
to the accused. He heard nothing
said at the time. Deceased asked
to be let go and he released his grip
on him. A witness went on towards
the intermediate part of the ship.
He called deceased a coward for
attacking a man. He (witness)
went back to the engineer's wash
room. When he saw blood on his
right hand fingers and palm, he
went to the wash room. There
was blood on his left arm
but he thought that that came
from his hand. His arm was ach-
ing and he put his hand up to it.
When he caught the deceased his
(witness's) right hand was in the
front part of his body above his
stomach. The passage where the
suffice took place was not dark,
but it was not very light; there
were electric lights there but
the place was "semi-dark."

When he saw the blood on his
hand he wondered where it came
from. When he saw the de-
ceased again he wondered what had
struck him as he had a peculiar
look on his face. He had known
accused only since he (witness)
had joined the ship at Seattle on
the 17th Sept. He thought the
accused did it in self defence.

He supposed if a man jumped on
his back in the dark he would
fight for "his existence."

Only from Hearsay.
He did not know of any
quarrel between them except from
hearsay but he "put no
stock on that." He did not
wish to mislead anyone and if he
knew anything he would tell it.
He could only say what he saw.
When he next saw the deceased
he thought he was still breathing.
He did not go down to the
deceased because the sight was
repulsive to him. He heard
someone saying "His arms are
going cold." He went to look
for the accused and he found him
doing his work. He did not say
anything to accused. Accused
asked if the deceased had "sobered
up yet." He said he had not seen
him since; he prevaricated because
he did not wish to tell him at that
time that the man was dead. He
could not say that the knife
produced belonged to the accused.

Accused:—Are you sure there
were only two blows struck on
the back of my head?
Witness:—Well, I could not
say but that is all I saw.

Continuing, witness said
"When I saw the man breathing
his last I tell you I was kind of
feeling as if I would like to be
home."

Doctor's Evidence.
Dr. Macfarlane said he exam-
ined the deceased on the morning
of the 29th. The immediate
cause of death was a stab wound in
the right ventricle of the heart.
There were other wounds. The
third wound he said was an up-
ward stab; the second might have
been. The wounds did not ap-
pear serious from the outside.
They were neat little wounds and
were fairly deep. He had no idea
of the shortest time in which they
could be made. It would not
need much strength to cause them.
The doctor of the s.s. Minnesota
identified the body next day.

By Mr. Melbourne: He did not
think the wounds were self-
inflicted.

Mr. Browne, the Government
Analyst, said he removed wire
from the handle of the knife for
the purposes of analysis. He did
not find any blood on the knife.
If the knife had been used and
had blood upon it and had then
been washed in water the blood
would not show.

The Court then adjourned.

RAUB AUSTRALIAN
GOLD MINING CO., LTD.

Manager's Report for four Weeks
Ending October 5th 1912.

The Mine Measurements and
Assay Results show a total of
257 ft., made up as follows:—
Sinking 120 ft. Drilling on lodes
66 ft. and Crosscutting 81 ft., and
compare with a total of 212 ft.
for the previous four weeks.

Bukit Koman. The Main Shaft
has been sunk 11 ft., making a
total of 45 ft. below the 740 ft.
level.

740 ft. Level. The Main
Crosscut entered the slate at 104 ft.
and was suspended, 11 ft. hav-
ing been added during the month.
The Crosscut has traversed a
mass of quartz about 80 ft. in
width.

The Drives at 160 ft. from shaft
are being prosecuted, and the
results are encouraging. The
North Drive has been taken 8 ft.
and the South Drive 15 ft., on a
lode averaging 38 ins. wide
producing 5.85 dwts.

640 ft. Level. The Drive North
on the 108 ft. lode has been ad-
vanced 8 ft. making a total of
223 ft. on a lode 80 ins. wide
worth 4.80 dwts.

The Drive South on the 108 ft.
lode has been extended 12 ft.
making a total of 240 ft. The
lode is 72 ins. wide and assays
5.7 dwts.

The Winze below the Drive
South on the 108 ft. lode was last
reported "poor," and subsequent-
ly a crosscut was put out East,
in the hope of an improved lode
being found there. Nothing hav-
ing been found after crosscutting
7 ft. the sinking of the winze was
resumed. Since then an im-
provement has taken place and
the lode 40 ins. wide assays 6.30
dwts. 21 ft. sunk during the
month makes a total of 48 ft.

540 ft. Level. The Winze
below the 90 ft. Drive South has
been sunk 22 ft., making a total
of 94 ft. and communicated with
a stope on the 85 ft. lode at 940
ft. level. This has given greater
facilities for filling the stopes,
and an improved ventilation.
The lode is 48 ins. wide and
assays 4.7 dwts.

340 ft. Level. The South
Drive has been advanced 13 ft.
making a total of 453 ft. The
lode is poor.

Crosscuts for Stope Filling
amount to 21 ft.

Stopes. Above the 640 ft. level
4 stopes are being worked, the
lode averages 86 ins. wide and is
worth 6.01 dwts. Above the
540 ft. level 1 stope is being
worked, the lode averages 144
ins. wide and is worth 4.4 dwts.

Above the 440 ft. level 2 stopes
are being worked, the lode
averages 59 ins. wide and is
worth 4.14 dwts.

The Main Shaft has been sunk
15 ft. making a total of 117 ft.
below the 280 ft. level.

A 100 ft. below the 280 ft. level
a Cross-cut has been started and
taken 8 ft. West.

The Winze in the outcrop on
Bukit Hiam is down 68 ft.
of which 44 were sunk during
the month. The lode is 38
ins. wide and assays 4.0 dwts.

Sinking is suspended on account
of having out water in the winze,
and we are driving the 80 ft.
level South of the Air Shaft in
the hope of draining it.

Crosscuts for Stope Filling
amount to 34 ft.

Stopes. Three stopes above the
280 ft. level North average 98 ins.
wide and assay 5.9 dwts.

Surface Works.
During the month 3,424 tons
of Surface Ore, including 247
tons of rock from Bukit Hiam
Outcrop, have been worked.

The Milling Sheet accompanies
this report.

Four Willey Tables recovered
37 tons of concentrates as-
saying .08 ozs. This was crush-
ed with 57 tons of old tailings.

Milling Sheet for four Weeks
Ending October 5th 1912.

Stone Crushed. Bt. Koman
1,400 tons, Anderson 580 tons.
Bt. Hiam Outcrop 247 Total 2,216.

Huntington Mill worked 20
days; lost time 2 days made up by
delays from Power Station 8 hrs.,
balance to renewing die ring, re-
pairs, clean ups, etc.

Surface Ore crushed, An-
derson 1,211
Fatal tons crushed, B. K.

Mills. Amal R. Gold S. Gold
Stamp Mill 1,860 710 676.416 oz

Mill 522 193 188 000
Grit Mill 20 29 28 000

2,468 932 892.416
Bt. Malacca. Twy Huntington
Mills ran 24.5 days, lost time 3.5
days due to repairs and renewals.
2.5 days and one day to shortage
of water.

Surface ore crushed (a) Bt.
Batal 732 tons, (b) Bt. Jellia 533
tons, (c) Sungai Agas 521 tons
and (d) Bt. Malacca 180 tons. A
total of 1,966 tons, producing
Amalgam 288 ozs., Refort Gold
133 oz and Smelted Gold 130 oz.

Average yield per ton Bt. K
Mills 5.208 Average value per
ton Bt. Tailings 1.2 dwts. Average
yield per ton Bt. Mills 1.322

Totals Tons Crushed 5,393 tons
Amalgam gathered 2,750 oz
Smelted Gold 1,022.416 oz
Average fineness 908.458
Yield per ton 3.791

TANJONG PAGAR DOCK.

Sir John Aird's Firm v.
Singapore.

Hongkong readers who recall
the long warfare between Sir John
Aird's Company and the Tanjong
Pagar Dock Board at Singapore
will read with interest the follow-
ing telegram (October 22) which
we reprint from the "Straits
Times."

London, October 22.
In the High Court of Justice,
to-day, the action which Airds,
Limited, have brought against
the Tanjong Pagar Dock Board,
in respect of their contract for
constructing the lagoon dock at
Tanjong Pagar, Singapore, came
on for hearing, before Mr. Justice
Parker.

The action is one of exceptional
interest, involving as it does
a claim to nearly four and a half
million dollars from the coffers
of the Colony, and its advent has
been awaited for some time by
many Straits residents at home.

Quite a number of these were
present in court at the opening
of the case to-day. A very full
array of eminent counsel is en-
gaged, and it is understood that
the case may last from four to
five weeks.

For the plaintiffs, Mr. Upjohn,
K.C., appears, with two juniors;
while the T.B.D. Board, the de-
fendants, are represented by Sir
Robert Finlay, K.C., with whom
are four junior counsel, including
Sir Hugh Fort.

The total amount of the claim
is for £500,000, for fraud, by
which the plaintiffs allege that
they were induced to enter into
an agreement with the Board and
their agent, Mr. J. R. Nicholson,
for a wharf and dock construc-
tion contract.

The defendants do not set up a
counter claim, but they have served
notice on the executors of the
late Sir John Aird that they

might hold them liable for a mil-
lion pounds.

Mr. Upjohn, K.C., who es-
timated that he might speak for
three days, in opening the case
said that on the main issues the
plaintiffs contended that they
were induced to enter into the
contract by misrepresentation of
the Board's agents, made under
such circumstances that the Board
were responsible as for fraud;
that it was impossible to perform
the contract; and that, by their
conduct, the Board had twice re-
pudiated the contract by giving
Airds the opportunity of deter-
mining the same, which they
(Airds) did.

Mr. Upjohn urged that the con-
tract bound Airds to a certain meth-
od of timbering the trenches
and dock walls, the foundations of
which were unsatisfactory;
that it excluded them from adopt-
ing any other method; and that
the system of lightening was ex-
cluded.

The only humorous touch in
the case, he said, was Mr. Nichol-
son's suggestion to the Board that
if they paid extra for lightening,
some force would be given to the
contractors' validity to claim for
extra payment.

London, October 23.
The hearing of the of the action
brought by Airds, Ltd., against
the Tanjong Pagar Dock Board,
was continued in the High Court
to-day, before Mr. Justice Parker.

Mr. Upjohn, K.C., with two
juniors, appears for plaintiffs,
and the T.P.D. Board are repre-
sented by Sir Robert Finlay, K.C.,
with whom are four junior
counsel, including Sir Hugh
Fort.

Mail Steamers

We are opinion that all possible steps were taken to prevent disaster and that no blame attaches to any one concerned.

We wish to place on record our sense of the good seaman ship displayed by the master, in getting his ship out of the very narrow waters of the inner harbor under the then existing circumstances.

is said to be a study in itself.

With the above company, members desirous of joining, should send their names to Sergt. Pollard at Volunteer headquarters.

Swallow, Amoy and Foochow—Perry
Hull, 6th Nov., 10 a.m.

Long On, Mr. & Mrs.
 Mrs. F. A. D. H. Yang, Mrs.
 Lai Soon, Mr. and
 Mrs. F. A. D. H. Yang

Tues.	9	-	8	75	0	7.5	21	4	7.7
				67	0	7.5	9	40	5.1
Mon.	4	-	8	47	0	7.5	0	0	5.8
				37	0	7.5	71	12	4.4

IN NORTH OF COLUMBIA:

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